FULL-COLOR GRAND PRIX TEST PHOTOS

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SEATTLE SUPERCROSS

Ward's Kingdome

TIME DATED MATERIAL MAILED FEBRUARY 2, 1999

TIME DATED WEEKLY NEWS

First ride on Bimota's DB4
First look at the Harley FXRs
Damon Buckmaster interview
National Arenacross
Hare & Hound and more...

In the Wind

Jeromy Buehl (Hon) went 3-for-4 in rounds 19 and 20 of the AMA/PJ1 National Arenacross Series, held January 29-30 in Niagara Falls, New York. Buehl won both the 125 and 250cc classes on Friday night and then came back to win the 250cc class on Saturday. Buehl topped **Buddy Antunez** (Suz) and **Greg Rand** (Kaw) in Friday night's 125cc class before beating **Cliff Palmer** (Kaw) and **Mike Jones** in the 250cc final. Buehl then held off **Denny Stephenson** (Hon) and Antunez to win Saturday's 250cc main event. In the 125cc final on Saturday, **Jeff Willoh** earned his 10th win of the series, beating Antunez and Palmer. After 20 of 34 rounds, Palmer leads the series point standings over Antunez, 627-605. Willoh is third with 585 points and Buehl is fourth with 555 points.

Doug Dubach (Yam) topped the 250cc Pro class at round three of the CMC Sunstar Sprockets Golden State Nationals, held at Los Angeles County Raceway in Palmdale, California, on Sunday, January 31. **Terry Fowler** (Yam) and **Robert Naughton** (Suz) joined Dubach on the podium. **Jan Zarvena** (Suz) won the 125cc Pro class over **Nick Metcalf** (Suz) and **Masaki Hiratfuka** (Hon).

Barry Carsten (Suz) won the 125cc Pro class in the fifth and final round of the Unlimited Sports Winter AMA Series, held at Dade City Raceway in Dade City, Florida, on January 31. **Tony Lorusso** (Suz) and **Keith Johnson** (Yam) filled the top three. In the 250cc Pro class, **Paul Currie** (Suz) took the win over Johnson and **Kenny Yoho** (Kaw).

Mike Healey (Yam) won round four of the PACE U.S. Off-Road Championships at Edison International Field in Anaheim, California, January 30. **Doug Dubach** (Yam) finished second and **Scott Meyer** (Yam) took third.

Mark Wyskiel (Hon) took the win in the Pro-class final during the Big Brothers and Big Sisters of Greater Flint/Flint MC 39th annual indoor ice races at the IMA Sports Arena in Flint, Michigan, on January 30. Wyskiel outran **Craig Pickett** (Hon) and **Doug O'Boyle** (Hon) in the dash to the finish line. Multi-time event champion **Chuck Springsteen** (Hon) finished last in the main event but retained his number-one plate after earning 13 points in the night's heat races.

Eraldo Ferracci has signed **Larry Pegram** to join **Matt Wait** on the two-man Fast By Ferracci Ducati team for the 1999 AMA Superbike National Championship. According to Ferracci, **John Kocinski** showed interest in returning to AMA Superbike racing with Ferracci's team, and Ducati was ready to offer the former 250cc World Champion a deal. Kocinski, however, couldn't make a decision quick enough, as he continues to wait and see if he can find a sponsor that would allow him to ride in the 500cc Grands Prix on Erv Kanemoto's Honda team. Ferracci's team is slated to hold its first test session at Willow Springs in Rosamond, California, February 8-9. Pegram rode for Ferracci in 1996, finishing a career-best second in the Superbike National in Pomona. He ended the season seventh in the 1996 AMA Superbike National Championship. In 1997 and 1998, Pegram rode Yoshimura Suzukis in both the Superbike National Championship and the 600cc Supersport Series.

Strangely, reports from Ducati's press introduction of their 1999 racing teams, held in Milan, Italy, last week, had Brit **Matt Llewellyn** joining Ferracci's team as Wait's teammate, according to *Cycle News* correspondent Paolo Gozzi. Ducati's efforts in 1999 will include Carl Fogarty, Troy Corser, Doriano Romboni and Lucio Pedercini in World Superbike; Matt Wait, Larry Pegram, Anthony Gobert and Ben Bostrom in AMA Superbike; Paolo Casoli in World Supersport; Neil Hodgson, Troy Bayliss, Sean Emmett and John Reynolds in the British Superbike Championship; Craig Connell and Steve Martin in the Australian Superbike Championship; and Andreas Meklau in the German Superbike Championship.

It now appears certain that a round of the **1999 World Supercross Championship** will be held in the **Rose Bowl** in Pasadena, California, on November 20. The race will be promoted by FAST, the same people who annually promote the World Superbike Championship round at Laguna Seca. News of the race being held in the Rose Bowl was first reported in the Los Angeles Times, and FAST's Dan Murphy has confirmed that the race is imminent. "We have signed a sanctioning agreement with the AMA and with the World Supercross people," Murphy said on Thursday, January 28. "We have preliminary approval from the Rose Bowl people and are just waiting for the Pasadena City Council to put a rubber stamp to it. It's a little early to discuss the rider situation, but we anticipate all the top teams and riders, both European and American, will participate." Concerning television coverage of the event, Murphy said: "We are working on network plans for television coverage, and we expect to be able to announce a package in the next two to three weeks."

Yamaha's **Rich Oliver** threw down the gauntlet during testing at Phoenix International Speedway in Phoenix, Arizona, January 27-28 - leaving the two-day test after setting the fastest lap times on both his 600cc Supersport and Superbike machines. Oliver lapped at 1:01.17 on his YZF750 and turned in a 1:03.39 on his R6, according to hand-held stopwatches manned by Dunlop personnel. The second-quickest superbike rider over the two-day test was Muzzy Kawasaki's **Aaron Yates**, with the Georgian lapping at 1:01.49, just ahead of the two factory Harley-Davidsons of Pascal Picotte and Scott Russell - the pair lapping at an identical 1:01.67. Then came Yoshimura Suzuki's Mat Mladin at 1:01.71. Mladin qualified at 1:00.641 for last year's AMA Superbike National in Phoenix. At the test, Mladin was trailed by Muzzy Kawasaki's Doug Chandler (1:01.84), Yoshimura's Steve Rapp (1:02.06), Jason Pridmore (1:02.06) and Steve Crevier (1:02.70). In 600cc Supersport, Oliver again led the way, with his Yamaha teammate Tommy Hayden and Yates lapping at identical 1:03.54 for second quickest. Then came Mladin (1:03.60), Pridmore (1:04.01), Rapp (1:04.09), Chaparral Suzuki's Richard Alexander Jr. (1:04.45) and Damon Buckmaster (1:04.59), and Crevier (1:04.69).

Italian **Paolo Casoli** set the fastest time during World Supersport testing at the Cartagena circuit in Spain, January 27-28. The Ducati rider lapped at 1:38.01 to top new Castrol Honda rider Pere Riba's 1:39.15 as the quickest of the supersport riders at the test. "With the laboratory (test) bike, I rode just a series of three to four laps," Casoli said. "I don't know if the new parts are better or not." It was also Casoli's first time on Michelins after years with Pirelli. "The new tires are very good. I found very early a good feeling with that. I lapped my fastest with a soft compound, but I also did many laps under 1:39 with the hardest tires." Casoli crashed without suffering injury on the first day of the test.

Casoli crashed again in the first day of World Supersport testing in Kyalami, South Africa, on Monday, February 1, injuring his left foot in the process. Despite the crash, Casoli ended the first day as the quickest in the test, leading Suzuki's **Fabrizio Pirovano** by just four-hundredths of a second. **Stefane Chambon** rode his Suzuki to the third-quickest time, ahead of new Kawasaki recruit **Iain MacPherson**.

Ducati's World Superbike Champion **Carl Fogarty** picked up where he left off in 1998 by emerging from the first day of the World Superbike tests in Kyalami with the quickest lap times. The Brit lapped the South African race track - the site of round one of the 1999 World Superbike Championship, scheduled for March 28 - at 1:44.420, just a half-second off the lap record set in last year's race by Pier-Francesco Chili. Second quickest on the opening day of the test, Monday, February 1, was Castrol Honda's **Colin Edwards II**. The Texan lapped at 1:45.211 to lead his teammate **Aaron Slight** (1:45.245), Ducati's **Troy Corser** (1:45.865), Suzuki's **Pier-Francesco Chili** (1:46.196) and Aprilia's **Peter Goddard** (1:46.737). Japan's **Noriyuki Haga** was eighth fastest on the new Yamaha R7, surprisingly slower than his new teammate **Vittoriano Guareschi**.

The German round of the **125cc World Motocross Championship**, slated for August 22, will be held in Haenchen instead of Bielstein, according to the FIM. The 500cc World Motocross Championship also has a change, with the rounds in Slovakia and Germany exchanging dates. The Slovakian round, slated to be held in Lucenec, will take place on July 18, with the German round, scheduled for Teutschenthal, being held on June 13. In addition, the Italian round of the 500cc GPs has been moved from Arco di Trento to Castiglione del Lago.

The **Great Lakes Road Racing Association** and **Pirelli** have announced that they will run "America's first spec-tire Supersport Series." The series will be called the Pirelli National Supersport Series, powered by Dodge, and will run in conjunction with the nine GLRRA events. The series will feature both 600 and 750cc Supersport and, according to GLRRA, will get national television exposure. For more information, call 616/458-5888.

According to a press release issued by Honda, all four manufacturing plants operated by **Honda of America Manufacturing** in west central Ohio have achieved the ISO 14001 environmental registration, signifying that Honda's plants are operating in accordance with a world-recognized environmental-management system to improve environmental performance.

VMX and AHRMA have announced a new regional motocross points series for 1999, according to VMX. The **Mid-Atlantic MX Series** will complement two other VMX-sponsored series - in AHRMA's Northeast and Southeast regions. The April 17 race at Budd's Creek in Maryland will open the series. For more information, call 914/429-9465.

Orange County Dualies will hold its fourth annual Motorcycle Parts and Accessories Parking Lot Sale in conjunction with the **Adelanto Grand Prix**, February 6-7, in Adelanto, California. Money raised from the parking lot sale will benefit the Pediatric Brain Tumor Foundation. For more information, call 714/992-9291.

The **Lodi Cycle Bowl** in Lodi, California, will host a special **Sweethearts** event with its next marathon race on February 14. For more information, call 209/544-1027.

How does 14 days of motorcycle touring in Peru sound? **Lotus Tours** is currently putting together its **Peru Off-Road Tour**, slated for March 26 to April 8. Departing from Lima, participants will ride Honda XR600s across deserts along the Pacific Ocean to Ica and Nasca. In addition, there will be a train ride to Machu Picchu. The Peru trip is just one of many Lotus Tours scheduled for 1999. Among the others are a Ducati factory tour of Italy and Austria, an Isle of Man tour, and a tour of Corsica and Sardinia, to name a few. For more information, call 312/951-0031 or visit the Lotus website at www.lotus-tours.com.

Donington Park Leisure and the British Automobile Racing Club have agreed to a 10-year lease with the owners of Foxhill that will ensure the future of the motocross venue in England. "Foxhill is regarded as the finest motocross course in Europe," said Robert Fearnall, managing director of Donington Park Leisure, "and the commercial development of World Championship motocross events complements our involvement in World Championship road racing events at Donington Park."

The **Sidecar World Cup** round scheduled to run in conjunction with the World Superbike round in Kyalami, South Africa, on March 28 has been canceled, according to the FIM. The Sidecar World Cup will now feature 10 rounds and will begin in Australia on April 18.

Despite losing its contract to purchase the **Indian Motorcycle** trademarks, **Eller Industries** is continuing to move forward to produce a full line of American-made heavyweight motorcycles, according to a release issued by Eller. Despite an adverse ruling on its contract to purchase the trademarks by the U.S. District Court for the District of Colorado on December 7, 1998, Eller still plans on building motorcycles. "For over five years, I have been working to rebuild the Indian Motorcycle Company," said Eller president Leonard S. Labriola. "It's not easy to walk away from that kind of commitment. Still, the common sentiment out there seems to be that the popularity of the Indian name is not about a company that has been out of business since 1953; it's about the motorcycle that changed the industry and about the community of people behind it. So to find overwhelming support of our efforts within the industry and from

that same community has been gratifying. In particular, the enthusiastic reception by the motorcycle press has been terrific. Even though it would have been nice to latch on to that history, I guess we will save the $20 million we were prepared to pay for the trademarks, and instead rest our future on our quality product, product appeal, and management." The Eller prototype was designed by James Parker and built by Roush Industries.

Trophies from the **1998 Viewfinder GP** will be available for pickup at the Adelanto GP, February 6-7, in Adelanto, California. For more information, call 714/739-8633.

Despite rumors to the contrary, the second round of the **AMA Superbike National Championship** will run as scheduled at Phoenix International Raceway, March 20-21, according to the AMA. Confusion regarding the race started when Cruise America, the event sponsor, pulled its sponsorship of Arizona Bike Week. It did not, however, end its sponsorship of the race itself. Ticket information for the AMA Cruise America Arizona Superbike Challenge is available by calling 602/252-2227.

For the second year in a row, **BMW motorcycles** have been chosen by the California Department of General Services for use by the **California Highway Patrol**. The state will purchase 130 of the 1999 BMW R1100 RT-P police bikes from A&S BMW Motorcycles of Citrus Heights, beginning in January.

Uniden America Corporation, the world's largest manufacturer of cordless phones, has introduced the first cordless phone featuring a Harley-Davidson motif. The **Harley Phone** is expected to be the first in an entire line of brand-licensed phones by Uniden. The phone will be available to consumers in June and will carry a suggested retail price of $79.95.

AMA Grand National number 68 **Robert Miller** has committed to riding in the AMA Super Tracker Series for 1999, and Miller's Harley-Davidson 1000cc Super Tracker will be on display at the Finish Line booth (#4809) during the Dealernews International Powersports 1999 Dealer Expo in Indianapolis, February 13-15. The bike is owned by Howell's Harley-Davidson of New Kingstown, Pennsylvania, and was built by Tim Russel, Dennis Miller and Robert Miller. Several other examples of super trackers are expected to be displayed at the show.

RESCHEDULED: Round three of the GFI California Winter Series at Hollister Hills in Hollister, California, to Sunday, February 14. Open practice will be held on Saturday, February 13. For more information, call GFI at 209/656-9682.

AUTOGRAPH SIGNING: At John Burr Cycles in Fontana, California, on February 4 from 4 to 6 p.m. Team IMS Proseries' Mike Metzger, Don Upton, John Sereika and Jose Polasek are scheduled to appear. For more information, call 909/653-7720.

BORN: Reagan Suzanna Hope Beyer, to Grand National dirt track racer Bret Beyer and his wife, Kristine, on January 26 in Oshkosh, Wisconsin.

OPENED: worldsuperbikes.com's home page on the World Wide Web. The site can be found at the following address: http://www.worldsuperbikes.com.

OPENED: Dirt Bike Training's home page on the World Wide Web. The site can be found at the following address: http://www.offroad-training.org.

OPENED: Happy Ramblers home page on the World Wide Web. The site can be found at the following address: http://www.home.earthlink.net/~vetssd7/

BORN: Anne Mae Farabe, to longtime Missouri motocross rider Steve Farabe and his wife, Luann, on January 14 in St. Louis, Missiouri.

CORRECTION: The phone number for the Texas Indoor Flat Track Series is 903/768-2415. The next round is scheduled for February 7.

OPENED: Factory Effex's home page on the World Wide Web. The site can be found at the following address: http://www.factoryeffex.com

AUTOGRAPH SIGNING: At Grapevine Kawasaki in Grapevine, Texas, on February 26 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team SplitFire's Billy Payne, Nathan Ramsey and Scott Sheak are scheduled to appear. For more information, call 817/481-2500.

GRAND OPENING: At Roswell Fun Machine in Roswell, Georgia, on March 13. For more information, call 770/442-8460.

OPENED: Mobilia.com's home page on the World Web. The site can be found at the following address: http://www.mobilia.com.

AUTOGRAPH SIGNING: At Powersports Tampa in Tampa, Florida, on February 12 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call 813/968-7888.

OPENED: The U.S. Women's Motocross League's home page on the World Wide Web. The site can be found at the following address: http://www.wml-mx.com.

BORN: Ashton Taylor Spears, to road racer Scott Spears and his fiancée, Sandi Farr, on January 28 in Ventura, California.

AUTOGRAPH SIGNING: At Team Savage Kawasaki in Clearwater, Florida, on February 12 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team SplitFire's Nick Wey and Shae Bentley are scheduled to appear. For more information, call 727-771-1211.

BORN: Kipp Everest Adams, to American Road Racing editor Dean Adams and his fiancée, Leah Lohmann, on January 30 in Red Wing, Minnesota.

RESCHEDULED: The grand opening of the Lake Elsinore Championship MX, to February 6, due to construction delays.

RESCHEDULED: Round two of the CMC Golden State MX Nationals, to February 21 at Hollister Hills in Hollister, California. For more information, call 949/367-1141. CN

Doohan dominates IRTA test

Repsol Honda's Mick Doohan reinforced his pre-eminence at the first official IRTA test of 1999 at a repaved Phillip Island in Australia, January 26-29, leading a list of nine riders who circulated well under Simon Crafar's lap record of 1:33.868, set last October. The five-time World Champion lapped fastest in two of the three days he tested, but typically played down the importance of his 1:32.197 so early in the off-season.

"The new surface was chewing up tires, but things should improve once more rubber goes down," he said. "We spent most of the day trying to find a tire that would last, and working with the engine. When the track is better, we can start playing with the suspension settings.

"Being quick in testing doesn't mean anything, as I've been saying for many years," Doohan added. "We had a good test at Jerez (in Spain) before Christmas, so things are moving in the right direction. We're running good (lap) times, but we can't sustain them. The grip with the new surface is fantastic, but we're only getting four laps out of the tires. The tire-life will improve once more rubber goes down. We tried four sets of front forks - things have been quite productive with the suspension. I also tried an engine with a different firing order, but I don't like it. I'll probably stick with something I know, enginewise."

Weather conditions during the four days were mostly hot and dry. Rain affected testing on Wednesday morning and fog interrupted the Friday session.

As in recent years, Doohan sat out the final day, as did Suzuki riders Kenny Roberts Jr. and Nobuatsu Aoki after completing their respective test schedules.

Carding a 1:32.960 to finish fifth fastest, Roberts was cautious yet confident, and was keen to put Doohan's dominance in perspective.

"Here, not that he has an advantage, Mick just rides Phillip Island very well, so it's a bit deceiving to say that we're a second off," Roberts said. "It doesn't distract me at all if Mick's fast or slow in a test; you gonna have to race him week in, week out, and the best thing we can do is make the bike better and better until we get to the first race, which is exactly what we're doing."

After a slow buildup in the changeable conditions, Yamaha's multi-million-dollar-signing Max Biaggi broke through on the final, misty day to come within just .089 of a second of Doohan's best time.

"I'm happy," said the four-time 250cc World Champion, who was runner up in last year's title chase on a leased Honda NSR500. "I get more confident with the bike every time I ride it. I'm pushing hard but not over the limit, and I didn't have any scares during the four days. We've been making a lot of adjustments, especially to the chassis, and the bike seems to respond well. I think the bike suits my style more than the Honda, and we're looking forward to making more improvements at Sepang. My lap times are faster than I managed at last year's race, though that is partly due to the resurfaced track. However, I've been able to do lots of consistent, fast laps, even on worn tires, and that makes me optimistic for the new season."

While Biaggi had twice ridden the '99 YZR before Christmas in Japan, this was new teammate Carlos Checa's first ride on the Yamaha.

"The bike is very different for me," said Checa. "During the last few seasons I have seen how well the YZR handles and I already feel happy on the bike, but I need more testing time to understand what adjustments we need to make to exactly suit my style. The bike is much, much more adjustable than the Honda, and that's very important. I would say I'm only riding the bike 70 percent at the moment, but I'm already one second faster than I was here last year on the Honda. The main thing is that we're learning and moving forward - my lap times have been faster every day, just like Max's."

Factory Red Bull Yamaha WCM riders Simon Crafar and Regis Laconi, and Japanese star Norick Abe (who switches to Luis D'Antin's Spanish Antena 3 Yamaha team for 1999) performed well throughout the four days on their 1998-spec YZR500s. Abe recorded the third-fastest time with a 1:32.422.

Jean-Michel Bayle, who sat out the last day after picking up a virus from Modenas test rider Randy Mamola, lapped quicker than Crafar and Checa and just behind Alex Criville's Repsol Honda (1:32.999) with a 1:33.074, set on the second-to-last day. Making the most of the newly-configured V-three Modenas engine and latest bodywork, the Frenchman was brimming with confidence following an injury-ridden 1998. Modenas aspirant Mike Hale, who is having a tryout with the team through the first two IRTA tests, got down to a 1:35.760, a time he couldn't better on the final day, despite utilizing the '99 bodywork.

The newest V-three in the paddock, the New Zealand-designed and -built BSL 500, suffered opening-night nerves but finished with some respectability after Australian rider Mark Willis recorded a 1:40.422 with just 30 laps under his belt after missing the first two days of the test. Falling victim to a kinked fuel line, a flat battery and mild seizure in the third cylinder over the last two days, the team completed a maximum of four consecutive laps on the final day.

MoviStar Honda's Alex Barros continued his re-emergence after completing the fourth-fastest time and second Honda behind Doohan with a 1:32.726, while Repsol Honda's Tadayuki Okada could do no better than a 1:34.173 after sustaining a concussion after an 80-mph get-off on day two.

Chesterfield Yamaha sensation Shinya Nakano led the 250cc list with a sizzling 1:34.161, well inside Tetsuya Harada's lap record of 1:35.253, while Oliver Jacque recorded a 1:34.336.

Complete full-color coverage of the test can be found on page 20.

Darryl Flack

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Voices

LETTERS TO THE EDITOR

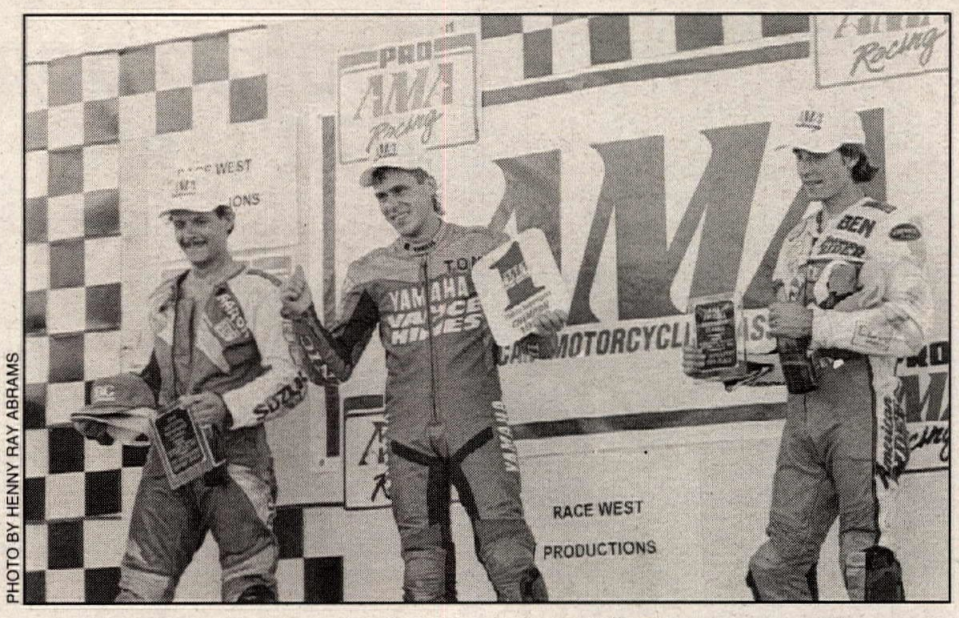

PHOTO BY HENNY RAY ABRAMS

"Groovy" Ben Bostrom (right) shares the 750cc Supersport podium with race winner Tom Kipp (center) and second-place finisher Aaron Yates (left) in the Firebird International Raceway round of the series in 1995.

Feelin' groovy

Ben Bostrom is a groovy guy. He's young, talented and did I mention - groovy? I first saw him race in the 1995 season finale in Phoenix. It was after he won (if my memory serves me well) the Harley-Davidson SuperTwins race that Ben really impressed me. He entered the 750cc Supersport race on his well-used Honda CBR600 and put on quite a show early on. But the race was red-flagged when Fred Merkel crashed and had to be airlifted to the hospital. During the brief "intermission," Ben ran around like a madman. He had a bike problem of some sort and was looking for help. Some people finally came to his aid and he was running his bike and making simulated starts in the small area behind the starting line. Just a few seconds before the start of the race, he was suited back up and ready to ride.

He rode very well that day. I can't remember where he finished, but I'll bet he was in the top five. He rode that little 600 like a ravaged beast and embarrassed quite a few good 750cc riders. That one small incident really shows who and what Ben Bostrom is really about. God has gifted him with immense determination and a lot of talent. He's also a flashy young dude who respects his fellow riders and their talents. Ben will go far in this awesome sport. If he can stay in AMA racing for two to three years and remain healthy, Ben can go across the pond and make all of us Yanks mighty happy.

Long live the new King.

Ike Jon Nissen
Farmington, NM

Ben Bostrom finished third in that 750cc Supersport race at Firebird International Raceway in 1995. The reason he was running around "like a madman" was because he'd crashed during the first portion of the race and was hastily making repairs to the CBR600 so that he could restart the race. After the race, Bostrom was quoted as saying, "I've got big goals but everything has to fall into place. Another (Mike) Hale, that's what I'm hoping for." Bostrom also won the SuperTwins race that day... Editor

SX ambassador

I just wanted to publicly acknowledge a truly outstanding gesture from one of the top supercross racers. Greg and Amy Albertyn took the time to drop by the Northwest Community Church in Phoenix to share their faith with about 100 of the youth-group kids. Greg completely captivated the group with his relaxed, authentic personality. After Greg's presentation, this charming couple hung out with the kids, visiting and signing autographs when they should have been on their way to the airport.

Greg is a tremendous ambassador for both the Lord Jesus Christ and the motorcycle industry. Thanks to the Albertyns from all the kids.

And thanks to another great guy, Tony DiStefano, for helping set up Greg and Amy's visit.

Steve Ballmer
Phoenix, AZ

The last on V.G.

I'm surprised with all the commotion over the absence of Virtual Grandstand on *Cycle News* Online that you didn't do a better job of steering motocross/web fans in the right direction.

While I, too, looked forward to this year's coverage, one thing I've learned is that you have to be adaptable when roadblocks separate you from that which you desire (in this case, live supercross).

When I discovered the situation, I decided to explore MotoWorld's site, which led me to pacesupercross.com. It was there that I found a live audio broadcast of the event, with none other than superstar Rick Johnson as one of the announcers. In addition to the multi-time champion's expertise, we also got to hear conversations with guests in the booth like Scott Russell (in San Diego). All that's needed to "tune in" is a free download of Real Player, which I believe you can accomplish through the PACE site. (I have to admit, I'd added this software earlier so I could catch an inning or two of an occasional Mets game.)

This was all pretty cool, but I still missed a text format to run down all the results. One shortcoming to the audio was that you were lucky if they named the top five. So I explored a little more, and found a link (still on the PACE site) to the official AMA computer results. Here they listed riders, numbers, placings, hometowns, times, sponsors - just about everything you might want to know. True, you can't log on after the fact and get the race description in text, but, hey, this is certainly better than nothing. I might add that *Cycle News* gets the results posted to its site pretty quickly as well.

I hope your omission of this information in response to those irate letters had nothing to do with bad blood between *Cycle News* and PACE. While I agree that it seems pretty petty that PACE won't let you do Virtual Grandstand (though I don't know all the facts), telling supercross fans how best to catch the races is the kind of service we've come to expect - and appreciate - from you. Keep up the good work.

Steve Farenell
Saratoga Springs, NY

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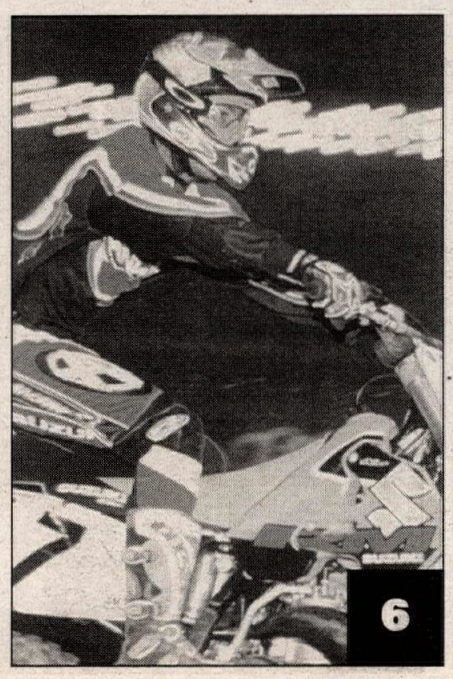
ON THE FRONT COVER

Suzuki's Larry Ward went home to Seattle and won. See how he did it on page 6. Photo by Frank Hoppen.



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In my original response to the first letter we ever received on the subject, I wrote: "PACE is doing its own version of race coverage via a live audio feed on its web site, located at www.pacesupercross.com." I can't think of a better way to "steer our readers in the right direction." You are correct in your statement that PACE and MotoWorld's live audio feed is "pretty cool." I had the opportunity to listen to the Phoenix round live on my home computer, and it was definitely cool. As far as bad blood between PACE and Cycle News *goes, unless you know something that I don't, I don't believe such a thing exists... Editor*

Okay, one more

I just finished reading the comments from the readers who were upset with no Virtual Grandstand coverage of the supercross races. I, too, was a bit miffed upon finding out about having no race coverage. I had been looking forward to this for weeks.

However, I then proceeded to the PACE Supercross home page as directed by the kindness of *Cycle News*, where to my delight I found live coverage by the MotoWorld Network with real announcers - including Ricky Johnson doing live commentary. You should have seen the smile on my face - I was elated. This is what the Internet is all about - bringing instant information to the masses. I have to hand it to PACE and MotoWorld, they have gone all out in promoting our beloved sport of supercross.

Supercross is on the cutting edge. Even though I applaud *Cycle News* for their Virtual Grandstand coverage in the past, which was then on the cutting edge, it is now time to go on to the next level. PACE and MotoWorld's live coverage is a needed and continued progression of the promotion of supercross. Hats off to PACE and MotoWorld.

Chris Strebe
Yuma, AZ

Kudos to Mladin

I am a 52-year-old rider with 36 years of riding experience - and I'm not into hero worship. However, I want to express my admiration for Mat Mladin as a straight shooter, a man with a brain in his head. Few riders accept responsibility for poor judgement - on or off the track. Mat clearly demonstrated in his recent interview (Issue #2, January 20) that he has made both wise and unwise decisions - both on and off the track. Kudos, Mat. Care or not, you've earned a fan of your work.

Best wishes on a successful season for you and your family.

J.R. Knutson
ytk@execpc.com

Frank about Bank One

For all you supercross fans who are fed up with the excessive fighting, the bombardments from upper-deck fans, the drunk and inconsiderate fans who attended California's supercrosses - try Phoenix next year. I just got home from attending the third round at the Bank One Ballpark. It's a new stadium with ample room to lay out a good course and there were lots of different food choices available - Blimpies, McDonalds, Little Ceasars, fruit stands, hot dog stands, and even a Ben & Jerry's ice cream stand.

During the event, I didn't have people passing in front of me all night long going to get or get rid of beer. The people in our section came to watch the races, and they only passed through during breaks in the action. There was one fight - but not 15 or 20. Next year I'm skipping California and going to Phoenix instead - to enjoy the races and to have a great time.

David Burson
Ridgecrest, CA

PHOTO BY MALCOLM BRYAN

Randy Mamola celebrates his victory in the 1987 Japanese 500cc Grand Prix.

Put Mamola on track

Am I the only one who reads about Randy Mamola and thinks, "Why doesn't he race for Roberts and Modenas instead of just testing for them?" From every report I see, his lap times are always right on par with everyone else.

Maybe Roberts should start a superbike team with Yamaha R7s - with Mamola and Kurtis Roberts as riders. It sure would bring some flavor to a series that seems to be getting more and more competitive lately.

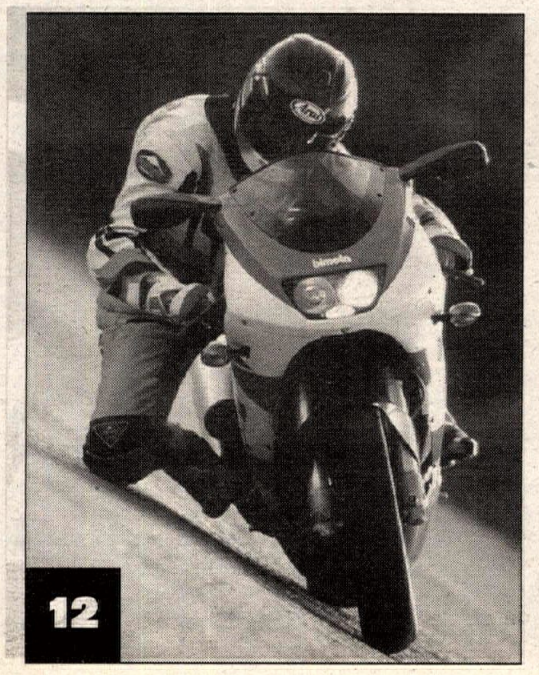
D.R. Wann
dnminc@worldnet.att.net

Mamola says he's quite happy with his life the way it is. He currently lives in Spain with his wife and two children, does commentary for Speedvision's coverage of the Grand Prix Series, and still gets to wet his appetite for speed with the occasional outing as a Modenas test rider. He wouldn't want it any other way... Editor

PHOTO BY HENNY RAY ABRAMS

Mat Mladin holds off Pascal Picotte in last year's Superbike National at Mid-Ohio.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cycle-news.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



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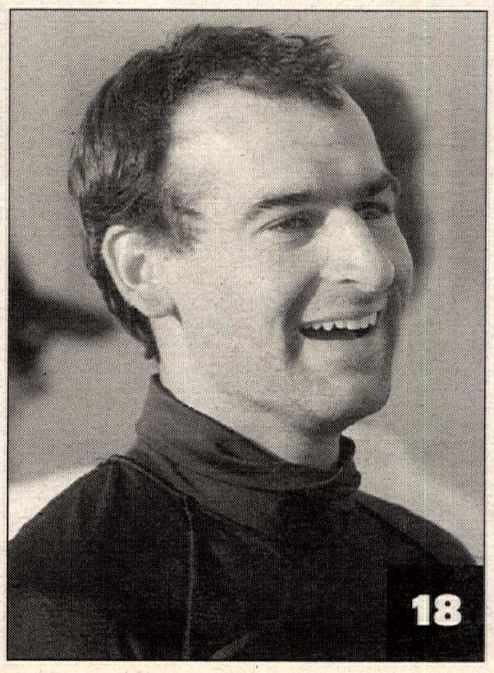

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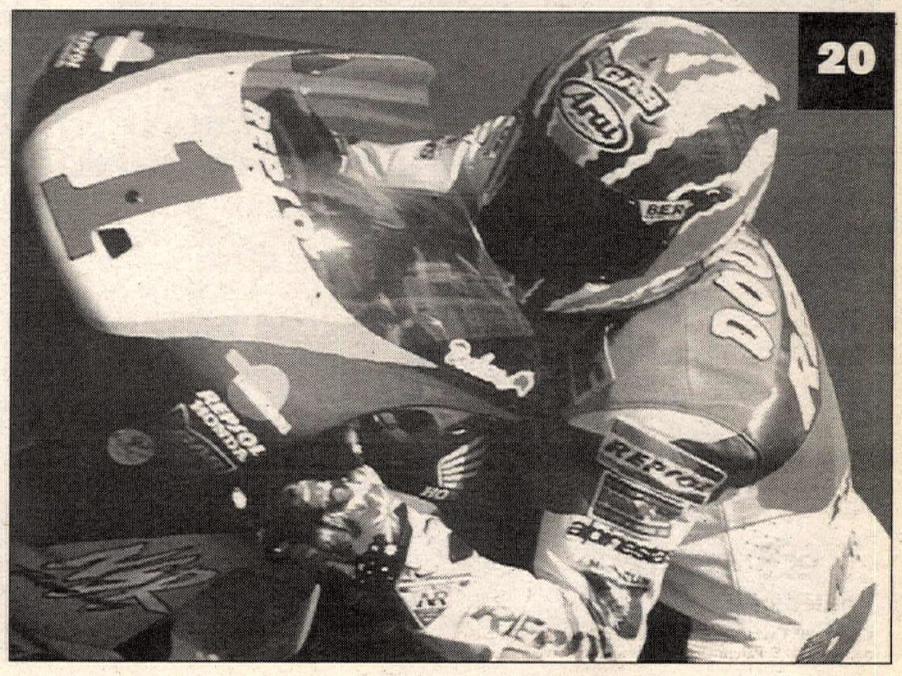

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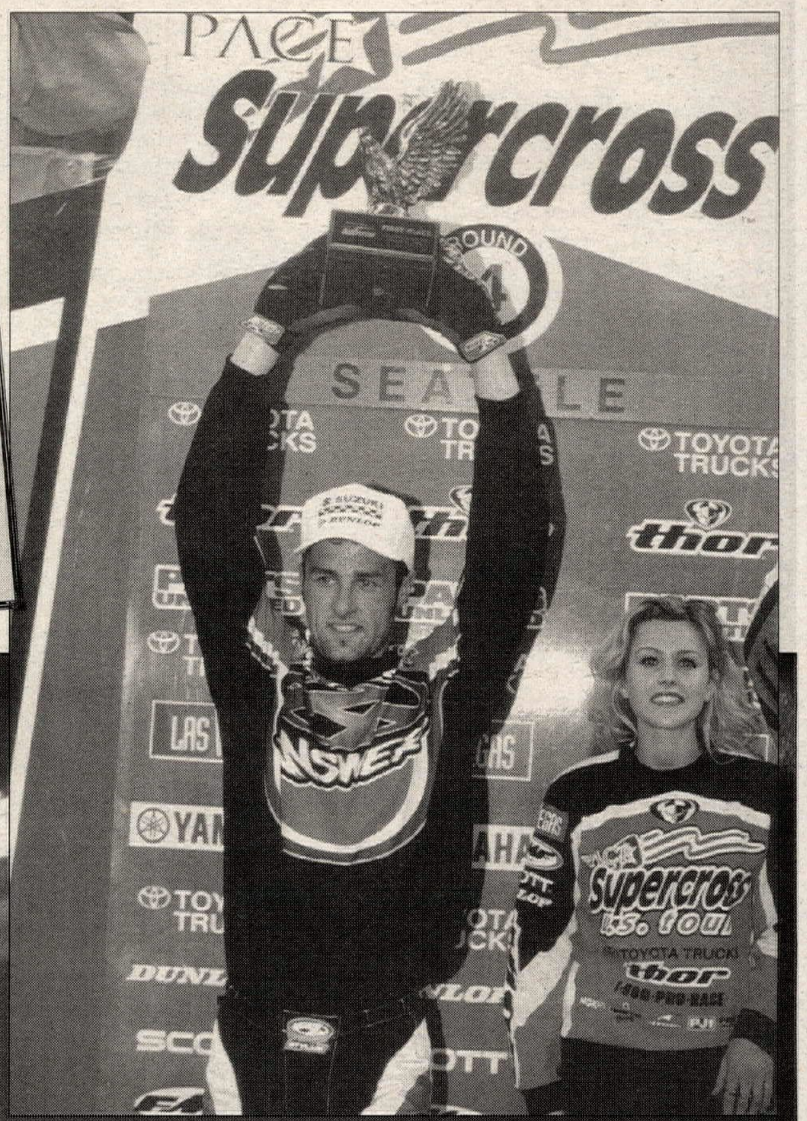
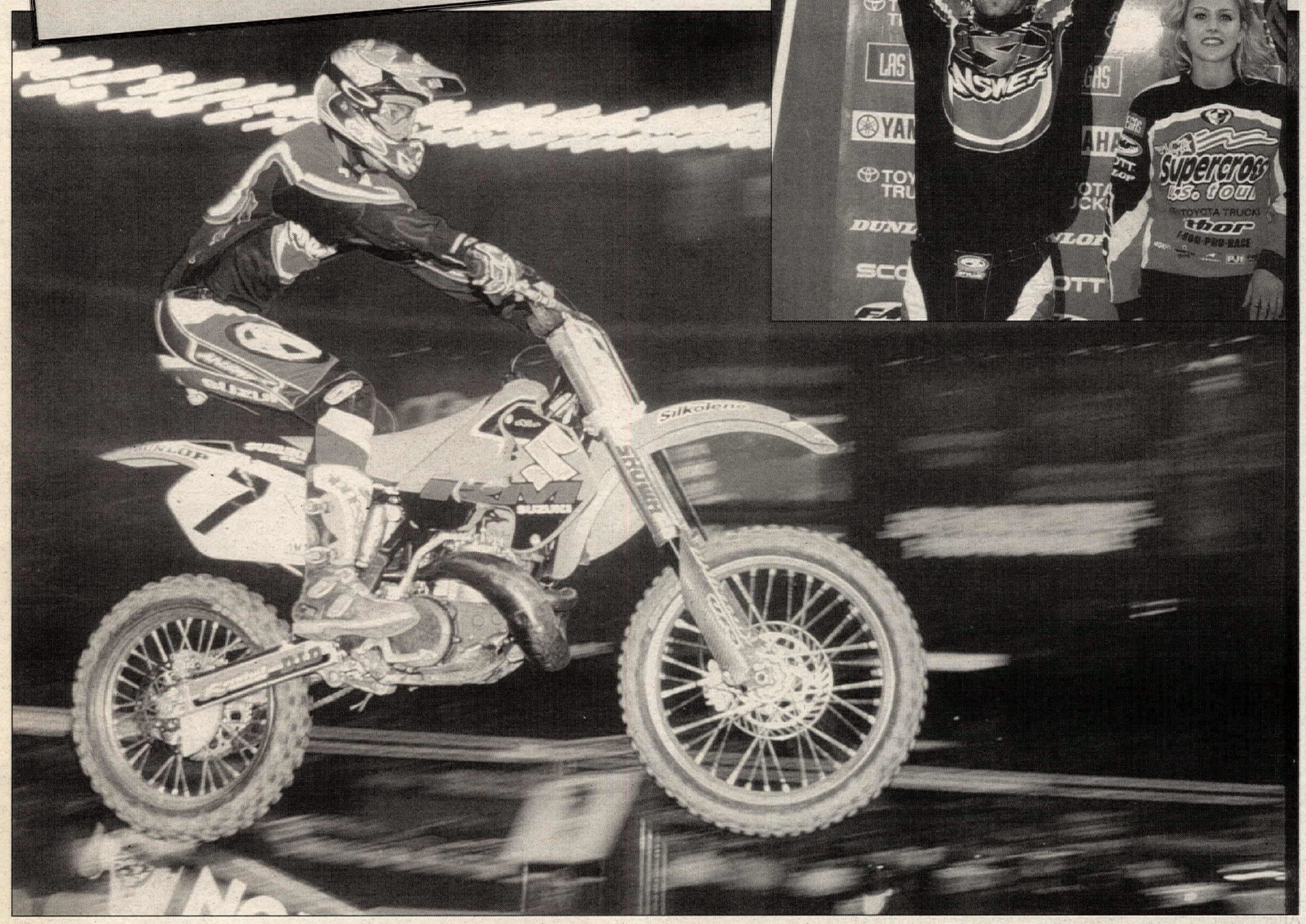
Round 4: Seattle Kingdome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

Home sweet dome





By Kit Palmer
Photos by Frank Hoppen

SEATTLE, WA, JAN. 30

Team Suzuki's Larry Ward wrote the perfect final chapter in what has been a long and rich history of supercross racing at the soon-to-be-demolished Seattle Kingdome. For Ward, a one-time resident of Washington, the story began some 20 years ago when he competed in the Kingdome for the first time as an amateur racer at the age of 8. Nearly 10 years later, in 1990, Ward won his first supercross race at the Kingdome as a member of Team Suzuki and has since found his way onto the Kingdome podium many times, though never again on the top step. Until now.

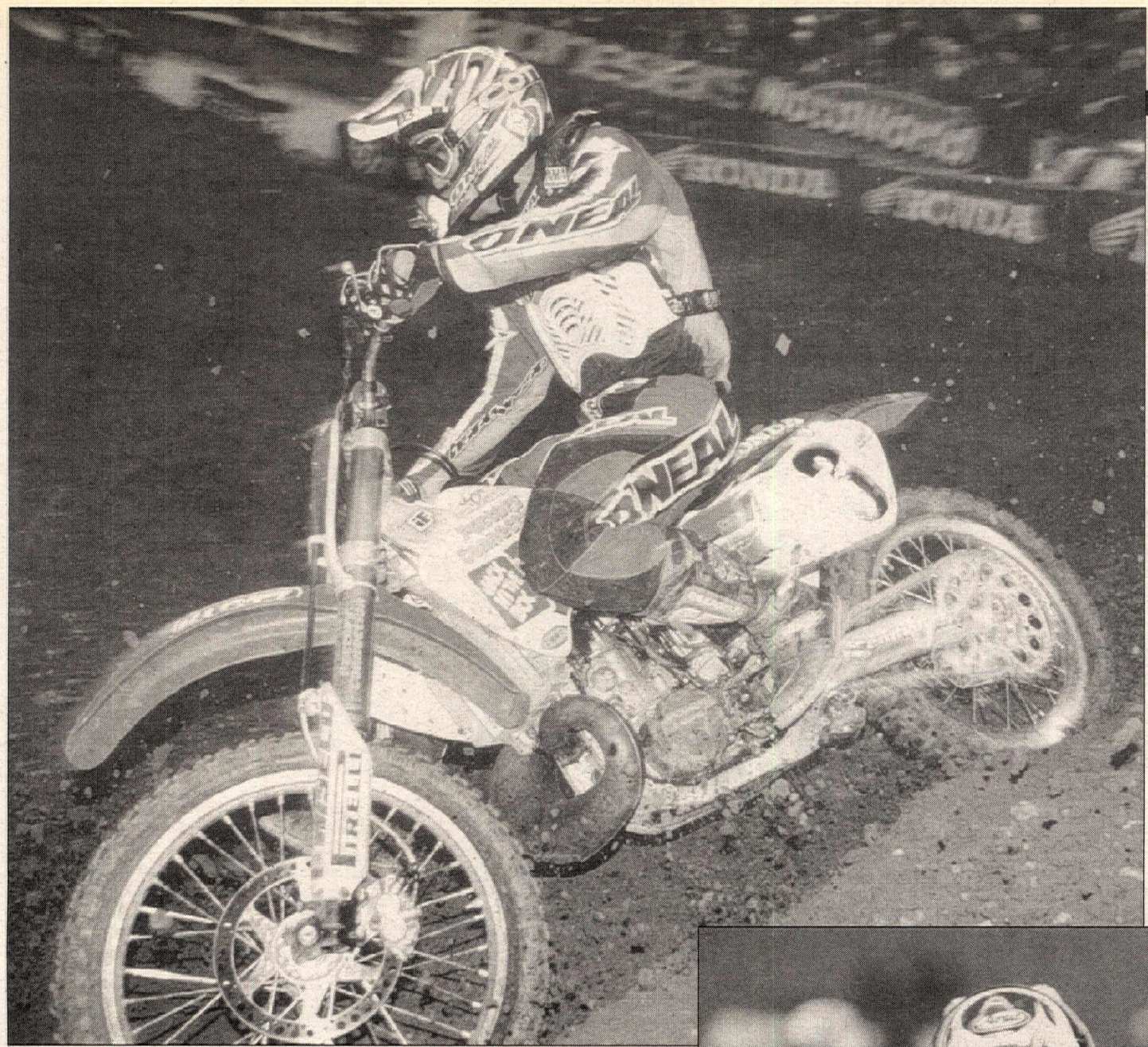
A record crowd of 60,193 filled the 'dome in hopes of witnessing Ward - who cut his racing teeth in nearby Snohomish, Washington - close out supercross racing at the Kingdome with a win. After all, it would only be fitting. And they got just what they were wishing for, and so did Ward.

"This is my ultimate dream," Ward said from the Suzuki pits after the race. "My first win in the 250cc class came here in 1990, and I thought it would be really special to win here tonight, the last race at the Kingdome. My main goal, though, was just to get a good start, be smooth all 20 laps and hope to get on the podium. I really haven't been on top of my game lately, and to win here, I mean, I just can't believe it; I'm so happy."

The win also put Ward in the record books. No other rider holds a pair of supercross wins as far apart - in terms of years - as Ward.

Mike LaRocco once again turned in a strong performance - even better than his previous three third-place rides. The Factory Connection/Jack in the Box/O'Neal/ Honda-backed rider spent much of the 20-lap feature in third trying to get around a stubborn John Dowd of Team Yamaha. For the first 16 laps, LaRocco ate Dowd's roost until he finally made a move that saw the two riders rub elbows in what was an aggressive but clean pass by LaRocco. In the remaining four laps, LaRocco chipped away at Ward's lead but simply did not have enough time to mount a serious challenge, as Ward took the checkered flag 2.006 seconds clear of the Honda

It was only fitting that Team Suzuki's Larry Ward won the final supercross race at the Seattle Kingdome. Ward's first supercross win also came at the Kingdome, in 1990.



rider. By finishing second, LaRocco broke his string of three consecutive third-place finishes and surged into the series points lead.

Dowd, meanwhile, held on to finish a season-high third, making it three veteran racers on top of the Seattle podium.

Finishing fourth at the Kingdome was previous-round winner Jeremy McGrath on the Mazda/1-800-COLLECT/No Fear/Chaparral Yamaha YZ250. McGrath and many of the series' top riders such as Ezra Lusk, Jeff Emig, Robbie Reynard, Sebastien Tortelli, Mickael Pichon and Jimmy Button were caught up in a first-turn pileup. McGrath spent the whole race working his way up through the pack. Rounding the first lap in 15th place, McGrath skillfully picked off riders one by one, finally settling into the number-four position on the 16th lap.

"I had a killer start," McGrath said of the first-turn incident. "Then (Kevin) Windham came on the inside and hit me - I had a clean holeshot, I got hit and I fell over. After that, I felt great, relaxed and worked hard."

Team Suzuki's Greg Albertyn was one of the lucky ones who avoided the first-turn carnage and ran fifth for most of the race. He ended up finishing there, taking the checkered flag with a few seconds to spare over FMF/Yamaha's David Vuillemin.

Emig was the next rider to take the checkered flag, in seventh, followed by Team Honda's Kevin Windham, who simply had a bizarre ride.

Windham emerged from the chaotic first lap in second place and spent the early part of the race sizing up Ward. The factory Honda rider then put the move on Ward and actually took over the lead on the ninth lap, silencing the huge Kingdome crowd. But that didn't last for long.

After opening up a small lead, Windham suddenly went into reverse mode, handing the lead back to Ward; then he kept slipping backward. Soon, both Dowd and LaRocco got by him; then Albertyn, McGrath and Vuillemin all rode by him in succession. Finally, Emig rode around the Honda rider before Windham's nightmare ride was all over.

"I don't know what happened," a frustrated Windham said afterward. "I don't know what to tell you. Everything was going fine. I was in the lead; then my arms pumped, I got tight. I don't know. I really wish I knew what happened."

Finishing behind Windham was Team Noleen Yamaha rider Tim Ferry, while Kawasaki's Damon Huffman rounded out the top 10.

Taking the checkered flag in 11th was Team Honda's Ezra Lusk, who, after getting swallowed up in the first turn, crashed again near the halfway point. He fared one position better than his teammate Tortelli, who was followed by Chaparral/Yamaha's Steve Lamson, Team Yamaha's Jimmy Button, Pichon, Planet Honda's Jean-Sebastien Roy, and Team Suzuki's Robbie Reynard, who took a hard spill on the last lap. Completing the field was Team Moto XXX's Phil Lawrence, who crashed out of the race on the second lap.

In the series points chase, LaRocco's consistency is paying off. He has now become the third different rider to hold the points lead, relegating last week's new leader, McGrath, to second. LaRocco heads into next week's round at Anaheim with 82 points, followed by McGrath with 79. Third is Pichon with 66, and fourth is Lusk with 65.

HEATS

Pichon scored a start-to-finish win in the first 250cc heat race, but he was challenged early on by Ward. At one point, Ward slipped his Suzuki past Pichon's Honda, but Pichon cut back underneath and retook the lead. From there, Pichon started inching out his lead and began pulling away from Ward, who eventually crashed out of contention.

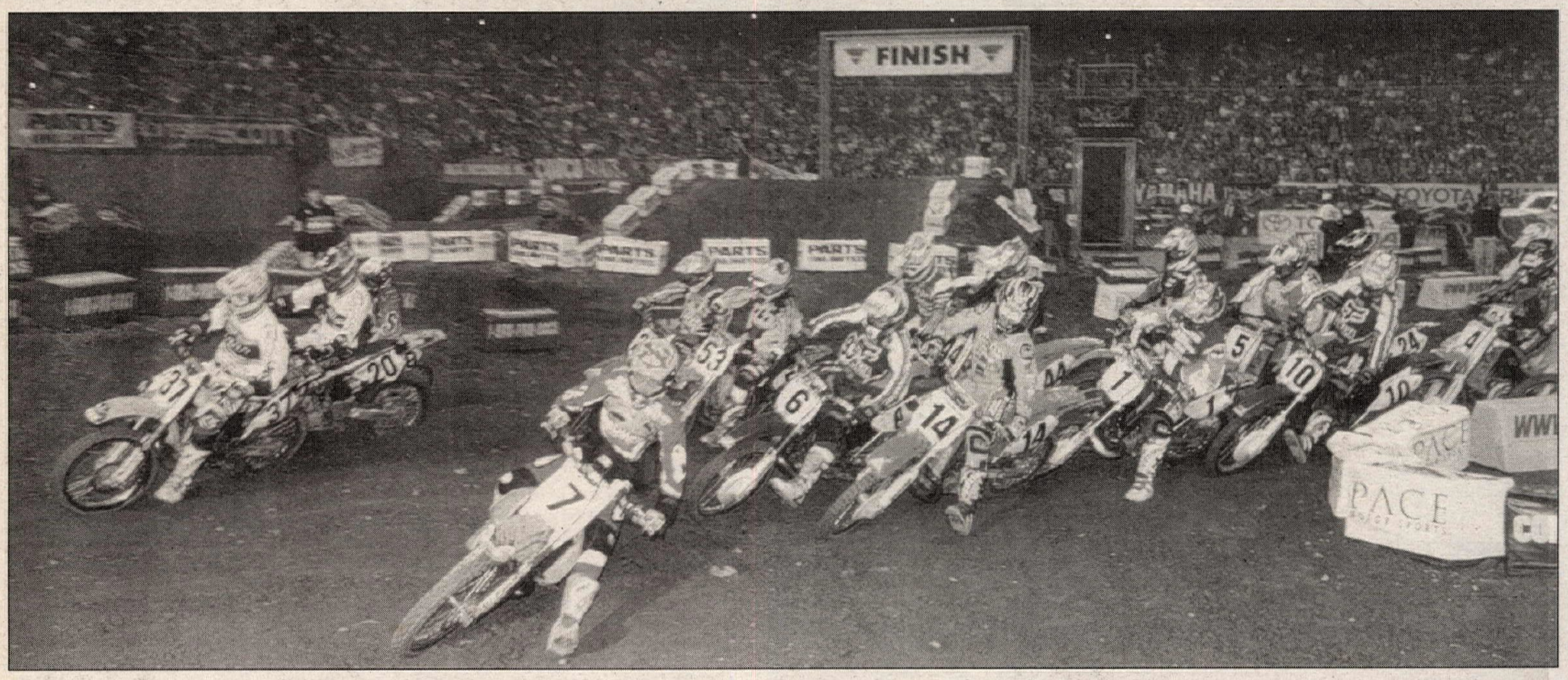
"Oh, I just had the front end wash out on me," Ward said. "Kind of hurt my collarbone, though."

LaRocco put his Honda into second after a short scrap with Huffman, who later gave in to Button. Pichon went on to take the checkered flag with room to spare over LaRocco, who had an equal advantage over Button, Huffman,

(Left) Mike LaRocco moved into the series points lead with another solid performance. So far, his score reads: 3-3-3-2.
(Below) John Dowd found his way on to the podium with a third-place finish.

Round 4: Seattle Kingdome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES



Dowd and Great Lakes Aviation's Heath Voss.

Windham took the early lead in the second heat race, but McGrath took it away from him before the first lap was over. Settling into third was Lusk, who was chased by Reynard, Lamson and Lawrence.

McGrath opened up a comfortable lead, while Lusk slipped by his teammate Windham for second and set out after the leader. For the next couple of laps, though, Lusk could not make a dent in McGrath's modest lead, but he eventually started creeping closer as the two leaders started encountering lapped traffic. Suddenly, McGrath went down when he collided with a lapped rider who had gotten out of shape in the whoops. McGrath remounted in fifth and was trying to pass his teammate Lamson when he went down again. This time he wasn't happy.

"Right when I left the jump to pass Lamson, I saw one of those bales laying right in the middle of the track, and there were no flags," McGrath said. "I cartwheeled myself. I was so pissed."

Lusk went on to win the moto, followed by Windham, Reynard, Lamson, Lawrence and Emig. McGrath headed to the semis.

SEMIS

An aggressive Dowd put his Yamaha into the lead after passing Tortelli and Albertyn during the first lap of the first semi, and he kept it there all six laps. However, the factory Yamaha rider could never relax after Ward put his Suzuki into second and kept him honest the whole way. Albertyn ended up third, followed by Tortelli, Ferry and Voss.

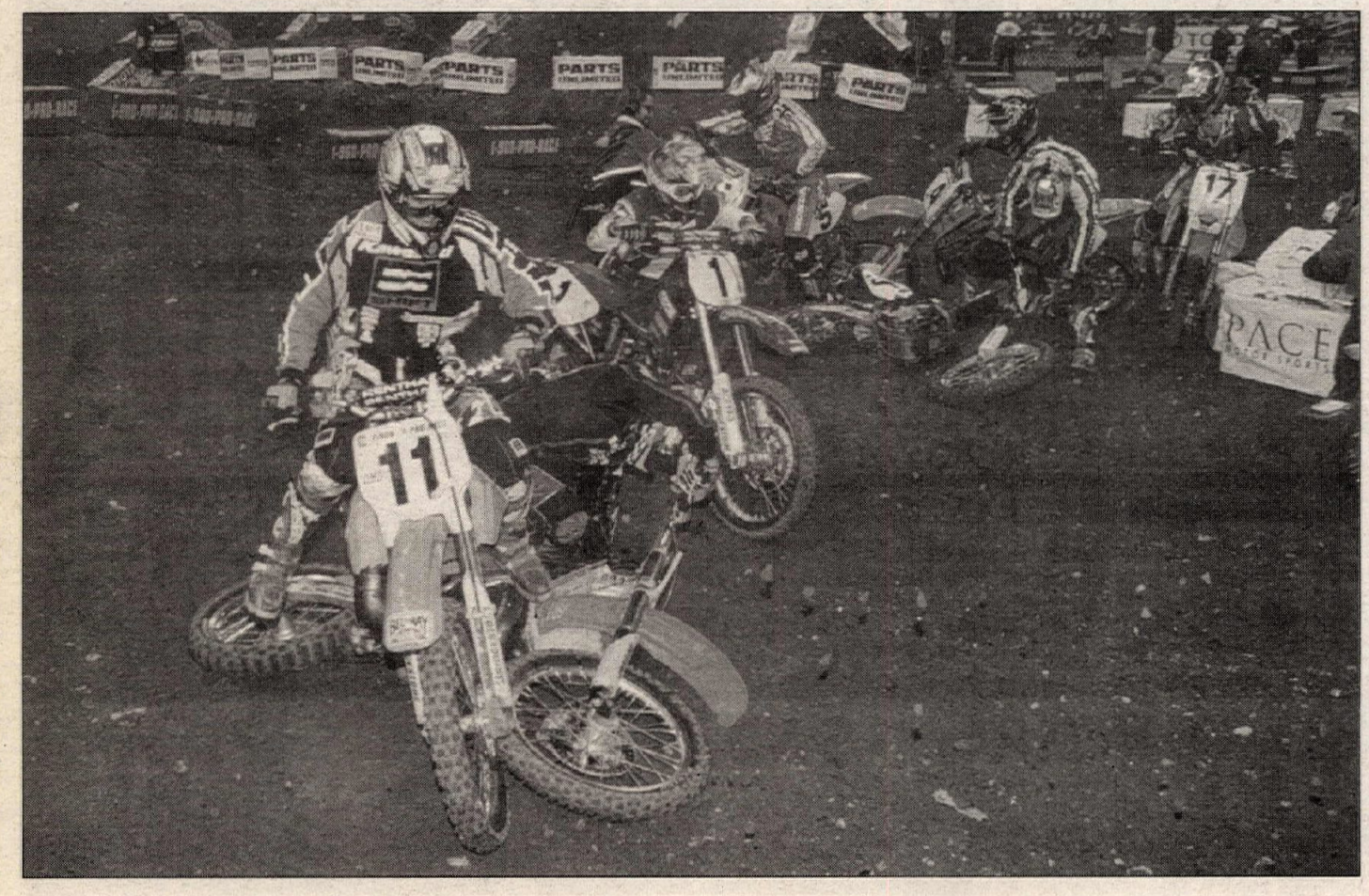
Emig nailed the holeshot in the second semi, but before the first lap was over, McGrath had pulled up alongside the Kawasaki rider in a section of whoops and, without much of a fight, moved into the lead. From there, McGrath steadily pulled away for an easy win.

Emig cruised around all alone in second and finished there, while Vuillemin did the same in third. Further back, the racing was closer, with Lawrence, Takeshi Koikeda and Pedro Gonzalez mixing it up. When it was all over, Lawrence finished a close fourth, followed by Gonzalez, who edged out Koikeda for a ticket to the main.

LAST-CHANCE QUALIFIER

It was a three-rider shootout in the LCQ, where only the top two riders transfer to the main. KTM rider Kelly Smith took the early lead and held it for three laps until Jean-Sebastien Roy passed him over the finish-line double jump. Roy quickly pulled away, leaving Smith and Voss to argue it out over the last transfer position of the night.

For Smith, the race was one lap too long, as Voss cut to the inside of the KTM rider to grab runner-up honors.



(Above) The start of the 250cc main: Ward nails the holeshot and a bunch of riders are about to go down.
(Below) The aftermath: Jeff Emig (11) rides over Sebastien Tortelli's bike, while Jeremy McGrath (1), Jimmy Button (10), Mickael Pichon (5), Ezra Lusk (4) and Robbie Reynard (17) pick up the pieces.

MAIN EVENT

The 20-lap main event got off to an ugly start, with at least seven riders going down in the first turn. McGrath looked to have the holeshot but was suddenly taken down from behind, and some of those crashing with him were Emig, Reynard, Button and three-quarters of the factory Honda team: Lusk, Tortelli and Pichon.

"Jeremy was in the middle," Pichon said. "He had a great jump. I had to slow down (for the turn) and Button came to the inside and could not stop and he hit me and Jeremy."

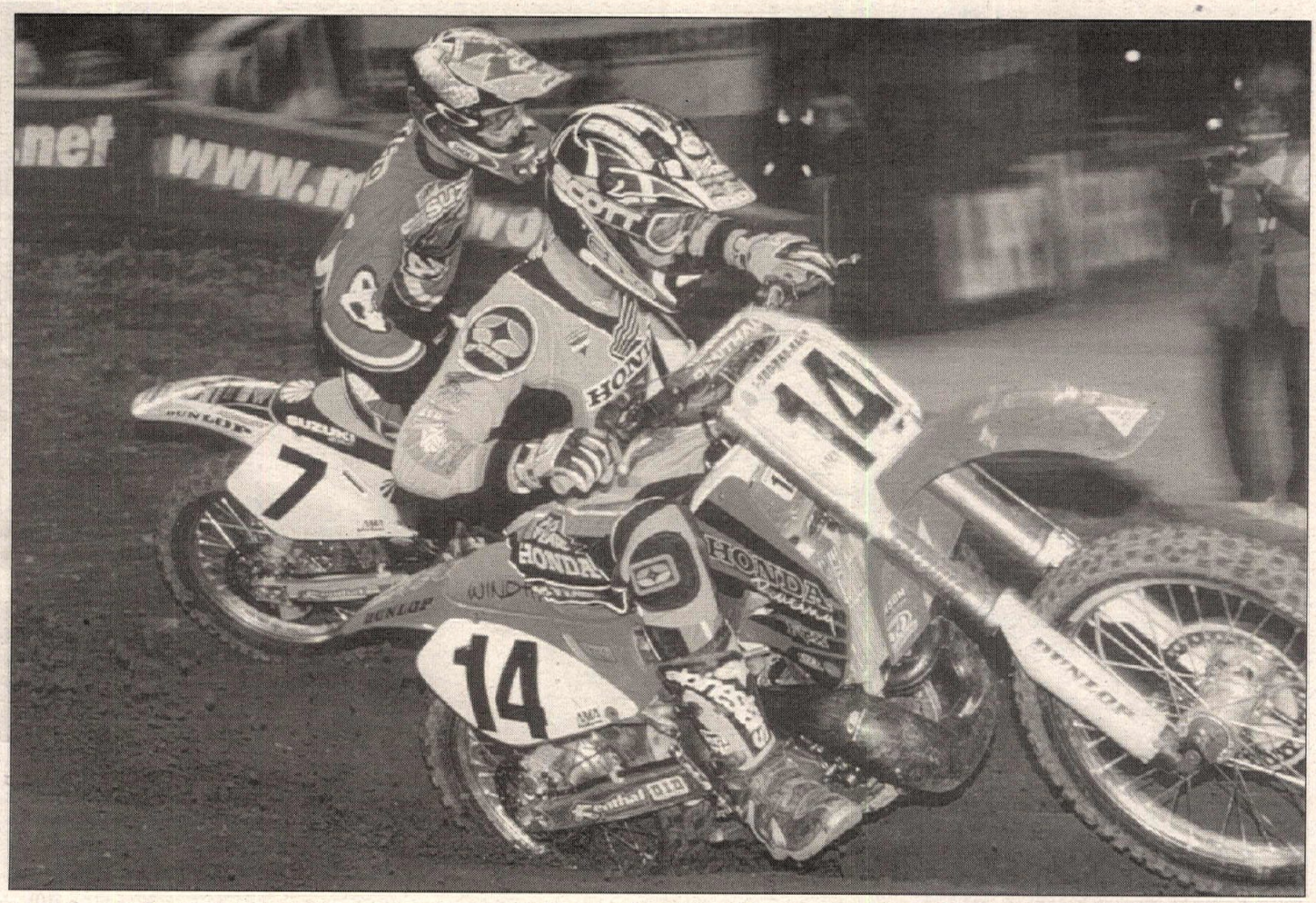
"I don't really know what happened," Lusk said. "I just got tagged from behind."

Sweeping around the outside and avoiding the crash zone, Ward put his Suzuki into the lead, followed by Windham, Dowd, Lawrence, Lamson, Roy, Albertyn, Vuillemin, Voss and Roy. McGrath came around the first lap in 15th, Lusk in 16th, Pichon in 17th, Emig in 18th, and Button in 19th.

Lawrence's hopes of a top finish ended on the second lap when he clipped a bale and cartwheeled to the ground. At that point, he called it a night.

Meanwhile, Ward continued to lead the way but he couldn't shake Windham, who seemed to be sizing up the Suzuki for the kill. Windham had some obviously faster lines than Ward and was patiently waiting for that right moment to make his move, which finally came on the ninth lap. At the end of a series of jumps, Windham dived to the inside of Ward in a turn and snatched the lead away from the Suzuki rider. Windham then proceeded to put a few bike lengths on Ward, and it appeared Windham would run off with his first win of the year.

Instead, Windham started losing ground to Ward and was soon fighting for his life. Ward, seeing a second chance, pounced right away and retook the lead on the 11th lap.



"He (Windham) had a couple of lines that were killing me," Ward said. "So I figured I'd let him by so I could see his lines. I started using his lines and I started riding much better. I could tell he was getting a little tired, too."

Windham's self-destruction continued as he sank back to eighth, where he would finish out the race.

With Ward now alone and out in front, Dowd and LaRocco continued their racelong battle, but the stakes were now higher as they jockeyed for second place. Finally, on the 17th lap, LaRocco cut to the inside of Dowd through a turn and slipped into second.

"I kind of had a feeling he was going to get me there," Dowd said. "I was leaving the door open a little bit there - he had a lot of time to see what I was doing."

With just three laps to go, about four seconds separated a now-cautious Ward and LaRocco, who managed to whittle that gap down to about two seconds before it was all over.

"Larry rode a great race," LaRocco said. "I kind of got stuck there behind Dowd for almost the whole race. With all the ruts, it makes it hard to choose your lines when you're so close together. You just can't see. I had some good lines, but I just couldn't use them."

"Windham's lines really helped me," Ward said. "His lines were smoother and faster, and once I figured them out, I felt really good."

Dowd finished a few seconds off the pace in third.

"I think I got a little nervous," Dowd said. "When I realized where I was, I got excited - I started thinking about it. I had LaRocco behind me the whole race, so I was protecting my lines. Then I made a few mistakes the last few laps."

McGrath's incredible come-from-behind ride earned the champ fourth place. Throughout the race, he seemingly picked off riders at will, and at one point he seemed to have an outside chance at catching the leaders (and perhaps even pulling off a win?), but time ruled against him and he had to settle for an impressive fourth.

"I'm real strong right now," McGrath said, "but stuff like this happens."

Next across the finish line in the now-spread-out field was Albertyn, followed by Vuillemin and Emig, who passed Windham two laps from the finish. **CN**

Seattle Kingdome
Seattle, Washington
Results: January 30, 1999
(Round 4 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Mickael Pichon (Hon); 2. Mike LaRocco (Hon); 3. Jimmy Button (Yam); 4. Damon Huffman (Kaw); 5. John Dowd (Yam); 6. Heath Voss (Hon); 7. Greg Albertyn (Suz); 8. Sebastien Tortelli (Hon); 9. Jean-Sebastien Roy (Hon); 10. Pat Foster (Yam); 11. Tim Ferry (Yam); 12. Shinichi Kaga (Hon); 13. Jason McCormick (Hon); 14. Grayson Goodman (Hon); 15. Scott Davis (Suz); 16. Larry Ward (Suz); 17. Erik Anderson (Hon); 18. Ted Campbell (Suz); 19. Kelly Smith (KTM); 20. Zeb Armstrong (Yam).
Time: 7 min., 44.710 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Hon); 2. Kevin Windham (Hon); 3. Robbie Reynard (Suz); 4. Steve Lamson (Yam); 5. Jeff Emig (Kaw); 6. Phil Lawrence (Suz); 7. David Vuillemin (Yam); 8. Jeremy McGrath (Yam); 9. Pedro Gonzalez (Kaw); 10. Billy Binckley (Yam); 11. Tony Amaradio (Yam); 12. Jon Hedden (KTM); 13. Mike Ladner (Yam); 14. Travis Gage (Suz); 15. Takeshi Koikeda (Yam); 16. Skyler Harris (Suz); 17. Lance Smail (KTM); 18. Justin Homan (Yam); 19. Akira Narita (Hon); 20. Ryan Terlecki (Suz).
Time: 7 min., 50.910 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. John Dowd (Yam); 2. Larry Ward (Suz); 3. Greg Albertyn (Suz); 4. Sebastien Tortelli (Hon); 5. Tim Ferry (Yam); 6. Heath Voss (Hon); 7. Kelly Smith (KTM); 8. Jean-Sebastien Roy (Hon); 9. Grayson Goodman (Hon); 10. Jason McCormick (Hon); 11. Pat Foster (Yam); 12. Shinichi Kaga (Hon); 13. Scott Davis (Suz); 14. Zeb Armstrong (Yam); 15. Ted Campbell (Suz); 16. Erik Anderson (Hon).
Time: 5 min., 49.160 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Jeremy McGrath (Yam); 2. Jeff Emig (Kaw); 3. David Vuillemin (Yam); 4. Phil Lawrence (Suz); 5. Pedro Gonzalez (Kaw); 6. Takeshi Koikeda (Yam); 7. Lance Smail (KTM); 8. Ryan Terlecki (Suz); 9. Billy Binckley (Yam); 10. Tony Amaradio (Yam); 11. Akira Narita (Hon); 12. Jon Hedden (KTM); 13. Mike Ladner (Yam); 14. Justin Homan (Yam); 15. Travis Gage (Suz); 16. Skyler Harris (Suz).
Time: 5 min., 46.910 sec.

250 LCQ (6 laps, 1-2 transfer to main): 1. Jean-Sebastien Roy (Hon); 2. Heath Voss (Hon); 3. Kelly Smith (KTM); 4. Ryan Terlecki (Suz); 5. Lance Smail (KTM); 6. Jason McCormick (Hon); 7. Pat Foster (Yam); 8. Grayson Goodman (Hon); 9. Tony Amaradio (Yam); 10. Scott Davis (Suz); 11. Akira Narita (Hon); 12. Erik Anderson (Hon); 13. Zeb Armstrong (Yam); 14. Shinichi Kaga (Hon); 15. Takeshi Koikeda (Hon); 16. Jon Hedden (KTM); 17. Justin Homan (Yam); 18. Mike Ladner (Yam); 19. Travis Gage (Suz); 20. Billy Binckley (Yam); 21. Ted Campbell (Suz); 22. Skyler Harris (Suz).
Time: 5 min., 57.590 sec.

250 MAIN (20 laps): 1. Larry Ward (Suz); 2. Mike LaRocco (Hon); 3. John Dowd (Yam); 4. Jeremy McGrath (Yam); 5. Greg Albertyn (Suz); 6. David Vuillemin (Yam); 7. Jeff Emig (Kaw); 8. Kevin Windham (Hon); 9. Tim Ferry (Yam); 10. Damon Huffman (Kaw); 11. Ezra Lusk (Hon); 12. Sebastien Tortelli (Hon); 13. Steve Lamson (Yam); 14. Jimmy Button (Yam); 15. Mickael Pichon (Hon); 16. Jean-Sebastien Roy (Yam); 17. Heath Voss (Hon); 18. Robbie Reynard (Suz); 19. Phil Lawrence (Suz); 20. Pedro Gonzalez (Kaw).
Time: 20 min., 1.980 sec.
Margin of victory: 2.006 sec.

250cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES POINT STANDINGS (After 4 of 16 rounds): 1. Mike LaRocco (82); 2. Jeremy McGrath (79/1 win); 3. Mickael Pichon (66); 4. Ezra Lusk (65/2); 5. John Dowd (57); 6. Larry Ward (56/1); 7. Kevin Windham (52); 8. David Vuillemin (48); 9. Damon Huffman (47); 10. Jeff Emig (45); 11. Sebastien Tortelli (40); 12. Tim Ferry (38); 13. Robbie Reynard (37); 14. Steve Lamson (35); 15. Greg Albertyn (31); 16. Jimmy Button (30); 17. Phil Lawrence (24); 18. Ricky Carmichael (17); 19. Brock Sellards (11); 20. Pedro Gonzalez (7).

KTM JR SUPERCROSS CHALLENGE: 1. Ray Valdez; 2. Nicholas Schmidt; 3. Matthew Deatley; 4. Tevin Tapia; 5. Christopher Howell; 6. Danny Gubser; 7. Jordan Valkenaar; 8. Joshua Bland; 9. Joey Ruminer; 10. Michael Church; 11. Houston Keane; 12. Logan Nelson; 13. Mariko Anderson; 14. Thomas Hammann; 15. Ryan Schwehm.

Upcoming Rounds:
Round 5 - Anaheim, California, February 7
Round 6 - Tampa, Florida, February 13

(Left) Here, Kevin Windham (14) passes Ward for the lead in the main event. Windham would later fade back to eighth. (Below) After crashing in the first turn, McGrath came back to finish an impressive fourth.

AMA Western Regional 125cc Supercross Series, Round 4: Seattle Kingdome

Ramsey - right place, right time

By Kit Palmer
Photos by Frank Hoppen

SEATTLE, WA, JAN. 30

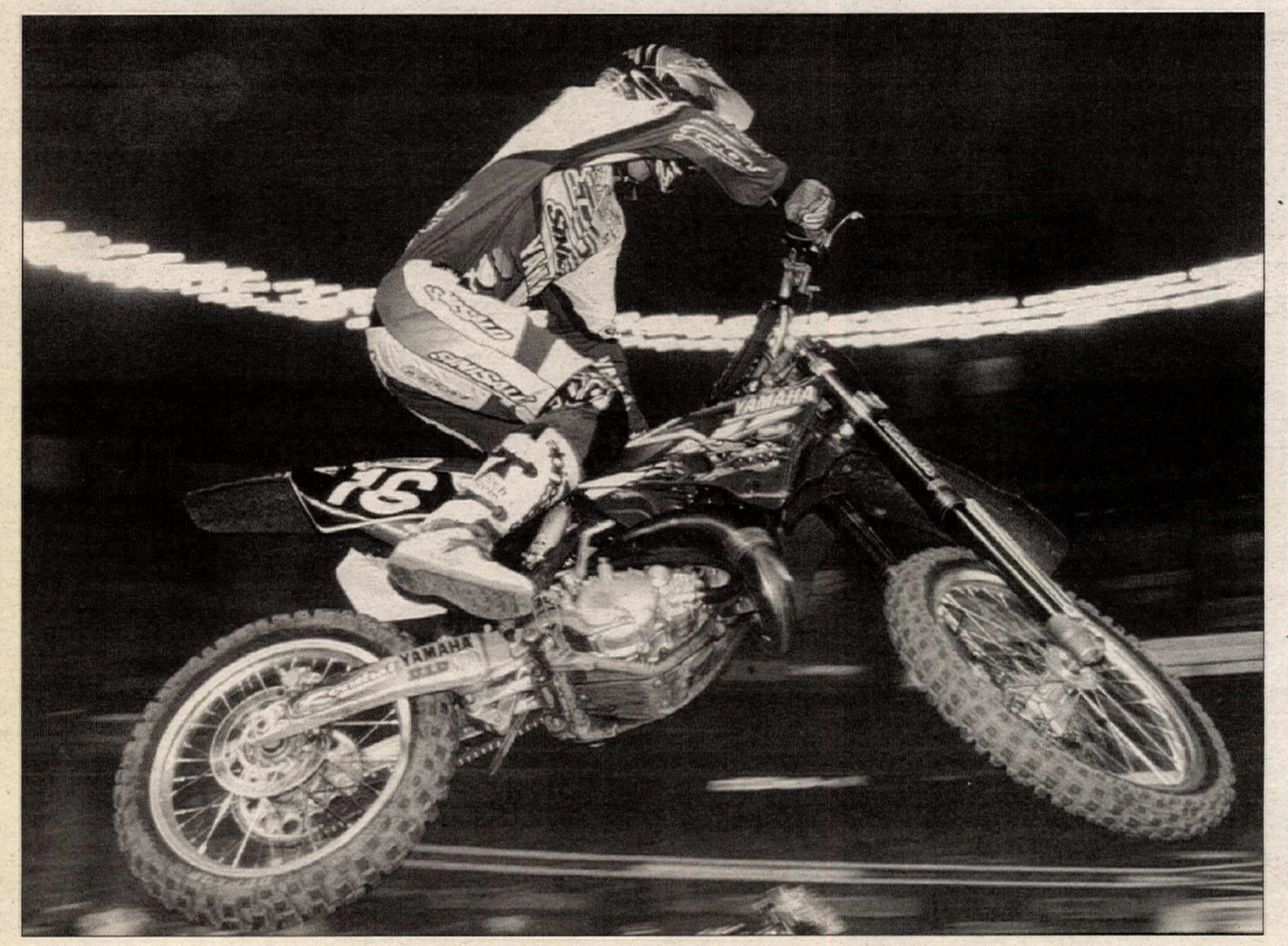
It might not have been the most dominating win of all time, but, like all racers, Nathan Ramsey will take 'em however they come, and this one came on a silver platter handed to him by Casey Johnson.

Having just spent the last 11 laps of the 15-lap 125cc feature at the Seattle Kingdome watching race leader Johnson disappear around each bend at the end of each straightaway, Team SplitFire/ Pro Circuit/Kawasaki's Ramsey was probably getting used to the idea of finishing second when he suddenly saw Johnson sprawled out on the track. Ramsey accepted the gift and rode on to his second win in as many weeks in the Western Regional 125cc Supercross Series.

"He (Johnson) kind of gave it to me, but I was digging in," Ramsey said. "I was coming after him. I was ready to race."

Things started off well for Johnson on the Yamaha of Troy YZ125, as he jumped out to the front of the pack and established a solid lead by the second lap. Ramsey, who had gated about fifth, quickly had control of second by the second lap but had already lost sight of the high-flying Johnson.

Inspired by his earlier heat-race win over Johnson, not to mention his main-event win the previous week in Phoenix, Ramsey kept his Kawasaki pinned but was unable to put a dent in Johnson's approximately five-second lead, which Johnson maintained for much of the race. However, approaching the 10-lap point and while maneuvering through heavy, lapped traffic, Ramsey started chipping away at Johnson's lead, though Johnson still seemed to have control of the race - at least until the 11th lap, when a slight miscue caused him to go down, costing him a sure win.



(Above) For the second week in a row, Nathan Ramsey won the 125cc main. (Below) Casey Johnson fell on the 11th lap while leading. He still finished second.

"I cross-rutted coming out of a turn and ran into the back of a lapper," Johnson said. "I'm bummed out. Sometimes you're just not supposed to win; I guess tonight I wasn't."

Still, Johnson had built up a big-enough lead to hold on to second, which now gives him two wins and two second-place finishes to date. He still has a firm grip on the series points lead.

Finishing third in Seattle was Primal Impulse/Bill's Pipes/Suzuki's Michael Brandes, who was followed by Boulder Yamaha/FMF's Isaiah Johnson and Yamaha of Troy's Casey Lytle. Ryan Clark, Chris Wheeler, Travis Preston, Charlie Bogard and Erick Vallejo rounded out the top 10.

HEATS

Bogard put his Primal Impulse Suzuki into the lead at the start of the first 125cc heat race and kept it there the whole way. It wasn't until late in the race that Bogard actually felt some heat from a fast-closing Lytle, who had gotten off to a less-than-spectacular start.

Running just inside the top 10 after the start, Lytle quickly threaded his way to the front, settling into second place at the halfway point. From there, Lytle still had some ground to make up, and he closed to within a few bike lengths of Bogard by the last lap. Bogard and Lytle dueled to the finish, with Bogard barely holding on for the win.

Finishing a distant third after starting off in seventh was Brandes, followed by Wheeler on his Siefert Motorsports Yamaha.

It looked as though Casey Johnson

PRO CIRCUIT
SplitFire
Kawasaki
1-800-COLLECT

RAMSEY WAS GRATEFUL FOR HIS FIRST SUPERCROSS VICTORY. EVERYONE ELSE WAS GRATEFUL IT WAS OVER.

RAMSEY'S FIRST WIN COMES IN ROUND 3 OF THE AMA SUPERCROSS SERIES.

Who knew a guy this nice could tear up a track like that? A sold-out stadium crowd in the Arizona desert watched Nathan Ramsey rip through the pack in methodical fashion. Blasting off one consistent lap after another. He clearly left his manners behind when he mounted his KX125. Because the moment he took the lead, he wouldn't share it with anyone. Each time a rider tried to challenge him, he'd turn up the wick and leave them with their tongues dragging.

Ramsey's very first Supercross victory proves nice guys really can finish first. They just get real dirty doing it.

"Man, I can't begin to explain how awesome this feels."

Nathan Ramsey
Team SplitFire/1-800-COLLECT/
Pro Circuit/Kawasaki

NATHAN RAMSEY

TEAM SPLITFIRE/1-800-COLLECT/PRO CIRCUIT/KAWASAKI

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alpinestars BRAKING BRIDGESTONE CHAMPION NUTRITION GTI2 EXCEL HINSON mazda MECHANIX WEAR NO FEAR PARTS UNLIMITED PEAK PROX Renthal RK SHOEI SPY thor Troy Lee Designs TwinAir VERTEX WORKS

Kawasaki MOTORSPORTS

Round 4: Seattle Kingdome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

would run away with the second heat race after jumping out to an early lead, but previous-round winner Ramsey wasn't about to let that happen. Ramsey went after the Yamaha rider right away, nearly passing him on the first lap. Two laps later, Ramsey tried again, and this time he found success. He got around Johnson, who shortly thereafter clipped a bale and went down. From there, Ramsey cruised to victory ahead of Isaiah Johnson, Vallejo, R&S Kawasaki's Ryan Clark and Casey Johnson.

Primal Impulse Suzuki's David Pingree, who was involved in a multi-rider crash in his heat race, rode to victory in the last-chance qualifier, scoring the win ahead of Motoworld Yamaha's Greg Schnell, Honda rider Akira Narita, and KTM-mounted Kenny Bartram.

"I've had more bad luck in the last month than I can even understand," a frustrated Pingree said following his LCQ win. "Tonight, I had the holeshot in the heat race, then somebody hit me from behind and spun me out. I came back up to 10th, but they only take the top nine."

MAIN EVENT

Isaiah Johnson took the holeshot in the 15-lap feature, but the other Johnson - Casey - took the lead before the first lap was over. With Ramsey back in fifth, Johnson took advantage of the situation by sprinting away from the back and buying as much insurance as he could. By the time Ramsey threaded his way into second - on the second lap - Johnson had already built up a cushion of approximately five seconds and, for a while, Ramsey had a hard time doing anything about it. But he kept trying.

Around the 10-lap point, lappers were beginning to be a factor for the leaders, and suddenly Ramsey had cut Johnson's lead down to about three seconds. But Johnson still looked in control despite coming up a little short over a double earlier in the race and having his knee "pop out."

Just when it looked as though Johnson was going to pull off his third win of the season, the Yamaha rider suddenly went down coming out of a rutted turn.

Michael Brandes put together another third-place ride in the 125cc main.

Ramsey was close enough to pounce and rode right past the downed rider and easily rode away with the win. Johnson got up right in front of the third-placed Brandes and pulled away from him, but he had no chance of catching Ramsey.

Isaiah Johnson ran fourth the whole race, while the other Casey - Lytle - ran fifth most of the way after passing Wheeler on the seventh lap. Sixth went to Clark, who started off in ninth, while seventh went to Wheeler. Preston, on the Moto XXX Suzuki, had a strong ride, finishing eighth after a 12th-place getaway. **CN**

Seattle Kingdome
Seattle, Washington
January 30, 1999 (Round 4 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Charley Bogard (Suz); 2. Casey Lytle (Yam); 3. Michael Brandes (Suz); 4. Chris Wheeler (Yam); 5. Ryan Huffman (Hon); 6. Keith Johnson (Yam); 7. Rodrig Thain (Hon); 8. Gio Tedesco (KTM); 9. Travis Preston (Suz); 10. David Pingree (Suz); 11. Steve Andrich (Suz); 12. Greg Schnell (Yam); 13. Doug Parsons (Suz); 14. Nick Hansen (Suz); 15. Justin Homan (Suz); 16. Andy Harrington (Yam); 17. Andreu Labrador (Yam); 18. Cory Francis (KTM); 19. Matt Maximoff (Hon); 20. Danny Carlson (Yam).
Time: 6 min., 0.070 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Nathan Ramsey (Kaw); 2. Isaiah Johnson (Yam); 3. Erick Vallejo (Kaw); 4. Ryan Clark (Kaw); 5. Casey Johnson (Yam); 6. Tyler Evans (Suz); 7. Brad Hagseth (Hon); 8. Ryan Duff (Yam); 9. Stephan Demartis (Hon); 10. Daniel Blair (Yam); 11. Akira Narita (Hon); 12. Darcy Lance (Kaw); 13. Kris Papworth (Suz); 14. Kris Rourke (Suz); 15. Ronnie Clark (Yam); 16. Stan Sloboda (Suz); 17. Jeff Hedden (KTM); 18. Kenny Bartram (KTM); 19. Paul Conner (Yam); 20. Billy Payne (Kaw).
Time: 6 min., 1.050 sec.

LCQ (4 laps, 1-4 transfer to main): 1. David Pingree (Suz); 2. Greg Schnell (Yam); 3. Akira Narita (Hon); 4. Kenny Bartram (KTM); 5. Steve Andrich (Suz); 6. Kris Rourke (Suz); 7. Daniel Blair (Yam); 8. Darcy Lange (Kaw); 9. Andy Harrington (Yam); 10. Nick Hansen (Suz); 11. Doug Parsons (Suz); 12. Paul Conner (Yam); 13. Ronnie Clark (Yam); 14. Justin Homan (Suz); 15. Jeff Hedden (KTM); 16. Andreu Labrador (Yam); 17. Danny Carlson (Yam); 18. Cory Francis (KTM); 19. Stan Sloboda (Suz); 20. Kris Papworth (Suz); 21. Matt Maximoff (Hon); 22. Billy Payne (Kaw).
Time: 4 min., 9.150 sec.

125 MAIN (15 laps): 1. Nathan Ramsey (Kaw); 2. Casey Johnson (Yam); 3. Michael Brandes (Suz); 4. Isaiah Johnson (Yam); 5. Casey Lytle (Yam); 6. Ryan Clark (Kaw); 7. Chris Wheeler (Yam); 8. Travis Preston (Suz); 9. Charles Bogard (Suz); 10. Erick Vallejo (Kaw); 11. Gio Tedesco (KTM); 12. Greg Schnell (Yam); 13. Stephan Demartis (Hon); 14. David Pingree (Suz); 15. Ryan Duff (Yam); 16. Tyler Evans (Suz); 17. Ryan Huffman (Hon); 18. Kenny Bartram (KTM); 19. Rodrig Thain (Hon); 20. Akira Narita (Hon); 21. Brad Hagseth (Hon); 22. Keith Johnson (Yam).
Time: 15 min., 27.660 sec.
Margin of victory: 17.009 sec.

125cc WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 4 of 7 rounds): 1. Casey Johnson (94/2 wins); 2. Casey Lytle (78); 3. Michael Brandes (76); 4. Nathan Ramsey (73/2); 5. Isaiah Johnson (61); 6. (TIE) Travis Preston/Ryan Clark (49); 8. Charlie Bogard (48); 9. Tyler Evans (40); 10. Alessio Chiodi (34); 11. Erick Vallejo (32); 12. David Pingree (30); 13. Greg Schnell (29); 14. Billy Payne (27); 15. Keith Johnson (25); 16. Gio Tedesco (24); 17. Stephan Demartis (17); 18. Chris Wheeler (14); 19. Scott Sheak (12); 20. Brad Hagseth (11).

Upcoming Rounds:
Round 5 - Anaheim, California, February 6
Round 6 - Dallas, Texas, February 27

Briefly...

There were two other riders on the Kingdome track Saturday night who were also on the track nine years ago when Larry Ward won his first 250cc supercross race, and both of them joined Ward on the podium: **Mike LaRocco** and **John Dowd**. In 1990, LaRocco finished ninth on a Suzuki as Ward's teammate, and Dowd finished 17th on a Kawasaki. In that race, there were 37,309 spectators on hand, as compared to the 60,193 who watched Ward's latest win.

With Seattle's **Kingdome** scheduled for demolition at the end of the year, where will the next Seattle Supercross be held? Evidently, PACE Motor Sports has not yet locked up a venue, even though the new baseball-only stadium being built next to the Kingdome is nearly completed. According to PACE's Pat Shutte, PACE is serious about nailing down a venue in the Pacific Northwest, especially after just filling the Kingdome with more than 60,000 spectators. PACE is hoping to return to downtown Seattle as soon as possible, whether or not it's in the new baseball stadium or in the football stadium, which is set to be erected where the Kingdome now stands. The Kingdome first hosted a supercross race in 1979 and has seen 33 races since then.

Evidently, Team Yamaha's **John Dowd** and **Jimmy Button** are quite popular in Seattle. There were so many fans seeking their autographs in the pits that fire marshals forced Dowd and Button to stop signing. Dowd, however, sneaked out to sign a few more and was told by the fire marshals that if he signed one more autograph, he would be kicked out of the facility.

Larry Ward took home some extra cash following his win at the Seattle Supercross. He earned $1000 from the 1-900-PRO-RACE Holeshot Award for being the fastest rider out of the first turn in the 250cc main. In the 125cc class, **Isaiah Johnson** pocketed the $500 up for grabs after taking the holeshot in the main event.

This week's winner of the Racer X $250 Gas Card Award was **Tim Ferry**. The money is offered to the top finishing privateer in the 250cc main. Ferry finished ninth in Seattle's main event.

Team SplitFire/Pro Circuit/Kawasaki's **Nathan Ramsey** was still beaming after recording his first 125cc supercross win the previous week at Phoenix. "I can't explain how excited everybody was," Ramsey said from the Seattle pits. "I think once you have that taste in your mouth, it's hard to go back to anything else. It's like the best dessert you've ever had and then you have to go back to green peas."

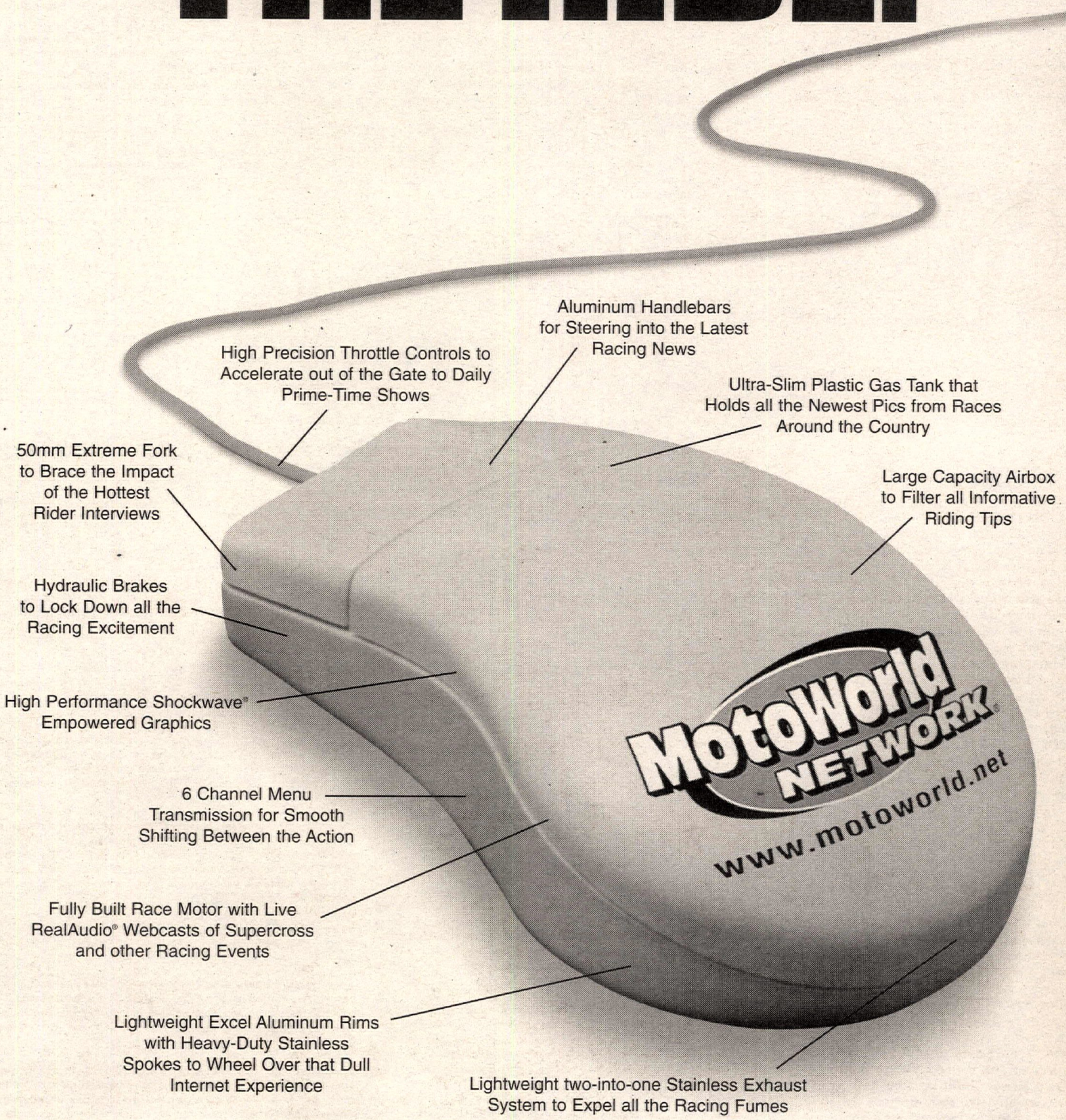
This year's **Dirt Wurx-prepared** track was one of the best ever seen at the Kingdome. "The track's layout is great," said Primal Impulse Suzuki rider David Pingree following practice. "The dirt's a little bit soft, and it's rutting up pretty good. Where the ruts are is the technical spots, so that's where the mistakes will be made, and whoever can handle the ruts the best will win the race."

Team Honda's **Ezra Lusk**, who hails from Bainbridge, Georgia, wore a new custom-painted helmet in the 250cc main event. It featured the colors and logo of the Atlanta Falcons NFL football team.

Team Suzuki's **Larry Ward**, who won the 1990 Seattle Supercross, has been racing at the Kingdome for 20 years. "I remember being 7 years old, sitting in the stands and watching Jeff Ward and stuff. The first time I ever saw a supercross was here, so it feels like home to me when I come back."

Washington's **Tyler Tracer**, 15, had a big day on Friday, January 29. Tracer, who is fighting a heart condition, hooked up with the local chapter of the **Make-A-Wish Foundation** in hopes of meeting his hero, **Jeremy McGrath**. Tracer got his wish and spent the whole day hanging out in the Chaparral/Yamaha camp with McGrath, cruising the pits, taking pictures on the track and generally enjoying a day behind the scenes.

GEAR UP FOR THE RIDE.



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History repeats itself

By Alan Cathcart
Photos by Phil Masters

"Couldn't you see me behind you, with the blue light flashing?" asked the Italian traffic cop with the cheeky grin, whose name tag, furnished in the new Latin spirit of PC, proclaimed his name to be Ferruccio Ferrari. Okay for *him* to smile as he emerged from his *Polizia*-emblazoned Alfa Romeo after flagging me down as I rode the prototype DB4, a couple of miles away from Bimota's base on the outskirts of Rimini - but my two days of road-testing the bike that marks the start of Bimota's latest Lazarus act looked set to end on a sour note.

Only Officer Ferrari wasn't in ticket-writing mode; he was more in the mood for a chat.

"You need some decent mirrors on this bike," he volunteered as he leaned in front of me to survey the DB4's dash. "Tell Bimota from me they better fix that! Anyway, I only stopped you because you have a *Prova* plate on the bike, and I thought you were my friend Gianluca Galasso, Bimota's test rider. Then I saw your helmet and recognized it from the magazines I read, so I thought I'd say hello and take a look at the bike. Is this Bimota's new *ducatone* (Big Duke)? *E bella - una vera moto italiana, cento per cento.*"

Well, actually, Ferruccio, as beautiful as you say this 100-percent Italian sportbike may be, things aren't what they used to be at Bimota, and one result of last year's six-month shutdown - besides the DB4 - is that Bimota has a new test rider, named Marco Lullo. This was my day in the saddle without him in attendance on the DB4 development hack, since my former teammate and Supermono sparring partner Gianluca now works for Aprilia.

But what goes around comes around, and 15 years after the launch of the DB1, Bimota's first Ducati *desmodue*-powered sportbike, history is on track to repeat itself.

In the wake of the Francesco Tognon takeover, the prestige Italian marque's latest trip along the comeback trail is marked by the first new model to enter production under its new management, the Massimo Giovagnoli-designed DB4 - a born-again version of the bike that bailed Bimota out the first time around, a decade and a half ago.

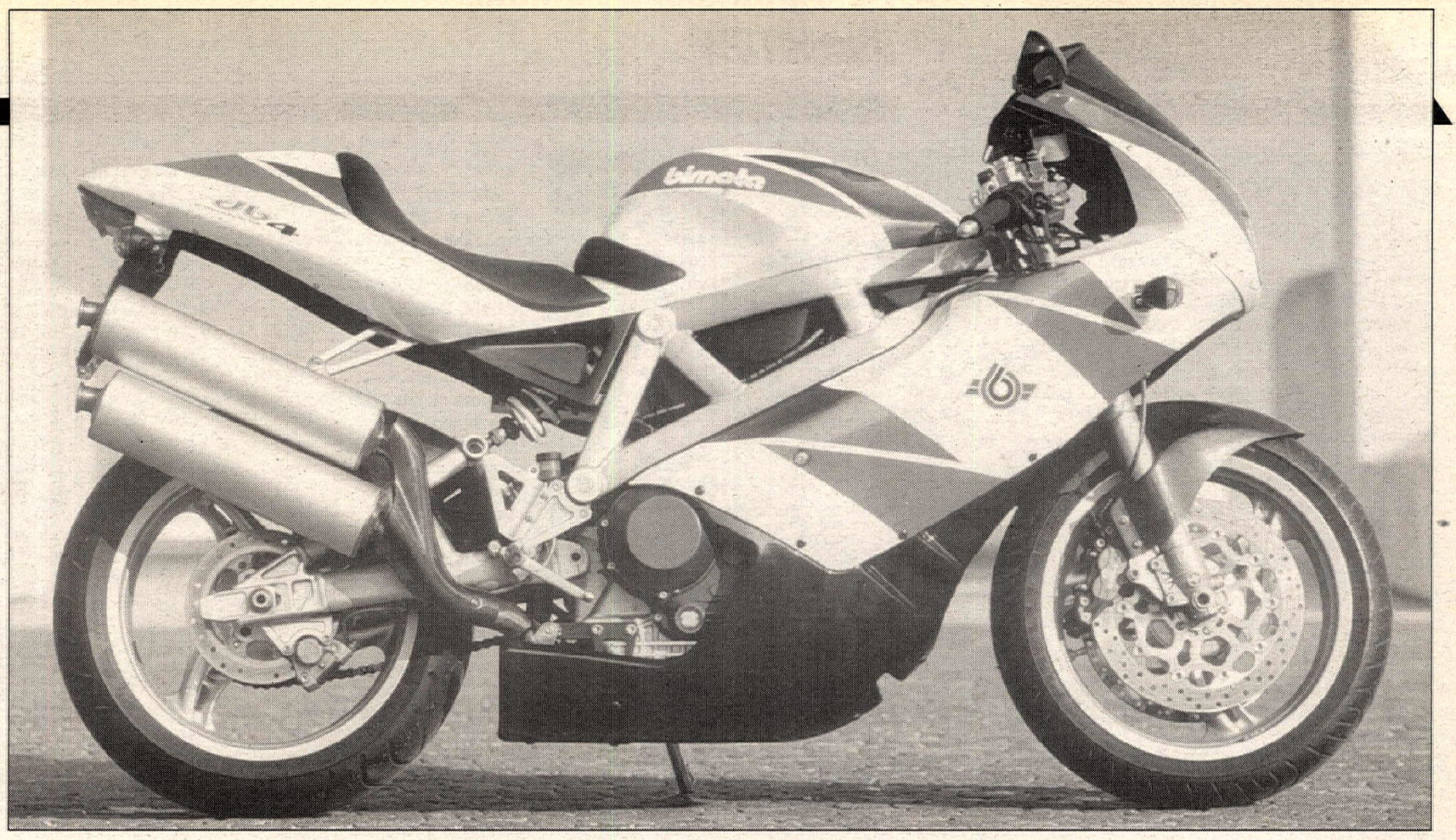
Back then, in 1985, Bimota was struggling in the aftermath of the breakup between the two founding fathers of the Rimini-based frame specialist: Giuseppe Morri (who emerged holding all the aces) and Massimo Tamburini (who left to become a design consultant and ended up producing works of art such as the Ducati 916 and MV Agusta F4 for his Cagiva patrons).

To replace Tamburini as chief engineer, Morri brought in *progettista* Federico Martini from Ducati, itself almost terminally ailing, and persuaded Ducati's new Cagiva owners to supply 750cc *desmodue* V-twin motors. Thus was created the first-ever Italian-engined Bimota street bike.

With its race-winning handling, benchmark styling - the DB1's full-enclosure bodywork was rapidly copied by a host of other makers, from Honda on down - and patriotic *tricolore* livery, the commercial success of the DB1 (669 bikes in all were built in the five years that followed) not only turned the tide for Bimota, it also underwrote the development of the fuel-injected YB4EIR, allowing Bimota to come within an ace of kicking sand in Honda's face by clinching the inaugural World Superbike title in its 1988 kickoff season.

Bimota's roller-coaster rap sheet saw boom turn to bust once again in the early '90s, before another revival in the middle of the decade, fueled by the company's all-time best seller, the SB6. This time around, the model that kept the company afloat pending its Suzuki-powered savior's arrival was the Giovagnoli-styled DB2, another *desmodue* sportbike whose tubular-steel space frame was designed by Martini's successor, Pierluigi Marconi, as a replacement for its 750cc Pantah-powered predecessor, but based on the long-stroke 904cc engine from the Ducati 900SS.

Over 400 DB2s were built up to last year and Bimota's latest brush with bankruptcy, occasioned this time around by the company's ill-fated attempt to deliver direct-injection two-stroke technology to the sportbike market, in the guise of the 500 Vdue. That particular saga remains unfinished business that Bimota intends to complete, says



(Opposite page) A sweeter-handling chassis than the DB4's would be tough to find. (Right) Bimota is hoping that the DB4 can help turn its fortunes around after the Vdue debacle. (Below right) The DB4 is a flyweight, thanks to an aluminum chassis weighing just 11 pounds. The extruded alloy swingarm weighs in at 7.7 pounds.

Tognon - but in the meantime, the urgent need for cash flow meant fast-forwarding a new product for which there was a known demand, and that's what this long-awaited makeover of French designer Sacha Lakic's style-bike sport cruiser, the DB3 Mantra, is all about.

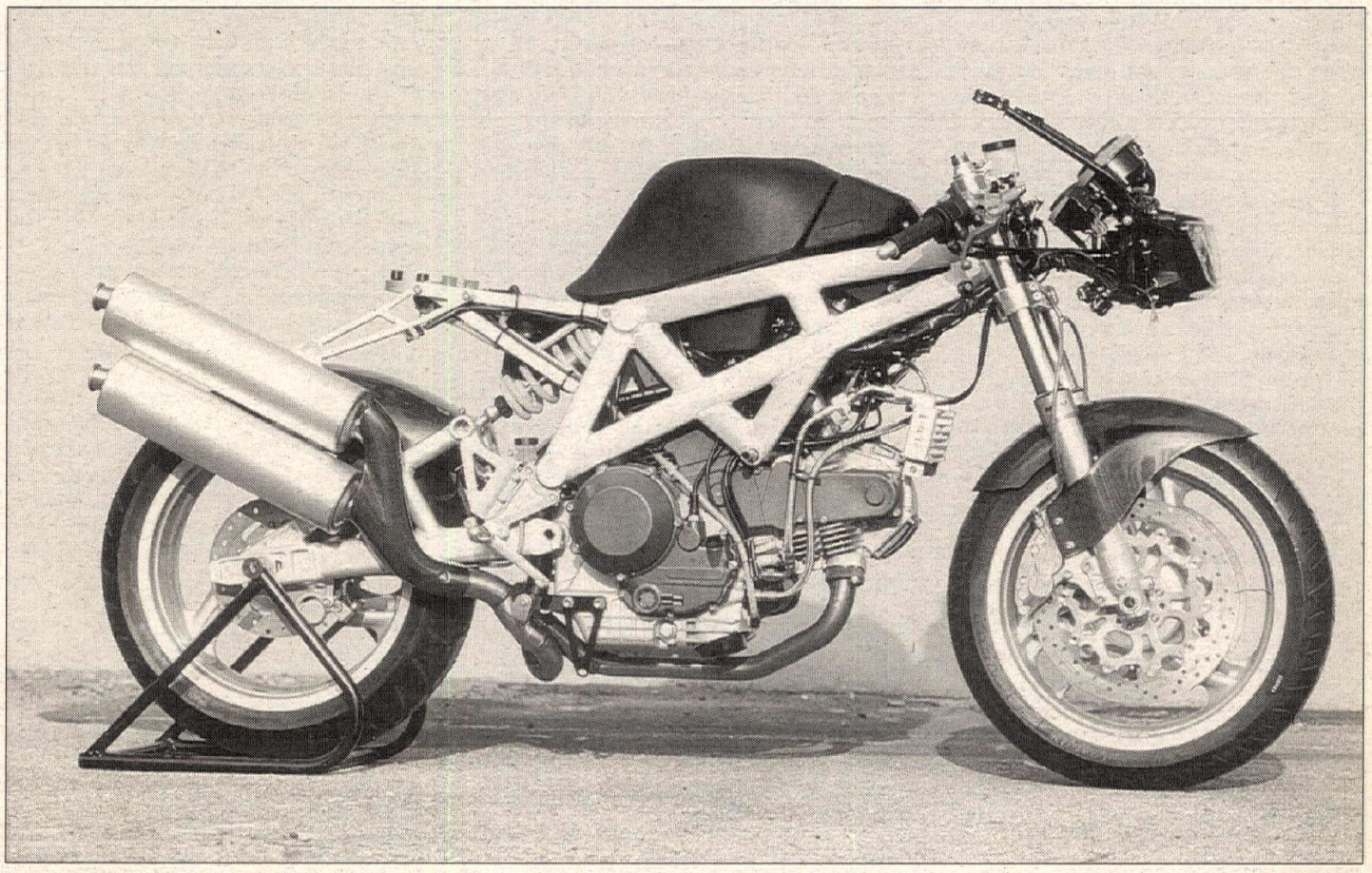
On its 1995 launch, the outrageous-looking Ducati-based Mantra represented a conscious step away from Bimota's sportbike heritage, in pursuit of a wider product range for the small manufacturer. The fact that 454 Mantras have been built and sold since then (and it has just restarted production in slightly revised form, alongside the DB4) shows that the concept found favor, but at the same time it seemed an awful waste of Marconi's beautiful oval-section space-frame chassis not to make a proper sportbike out of it, especially as the Mantra frame duplicated the chassis geometry of the good-handling steel-framed DB2.

Well, four years later (and with Marconi long gone to Aprilia), that's what's finally happened, and the DB4 is the result. Was it worth waiting for? Read on.

In developing the new 900 Supersport (a.k.a. 900SS) designed by Pierre Terblanche and launched a year ago, Ducati's American-appointed management focused on creating a product combining two disparate themes: ancient and modern. The dramatic-looking result saw an updated, fuel-injected version of the neoclassic *desmodue* V-twin motor, housed in an improved version of Ducati's traditional steel space frame, all clad in leading-edge styling to deliver a modern, design-led product.

Aimed at expanding Ducati's *desmodue* customer base in pursuit of numbers beyond the traditional enthusiast market for such bikes, and to target new buyers who had never bought Ducati before and didn't want (need?) or couldn't afford a 916, this made commercial sense on paper and may well be doing so in terms of actual sales.

But you only need to talk to a cross-section of Ducati's traditional *desmodue* customers at an Owners Club rally or an evening "desmo do," and you'll find the new 900SS gets the thumbs-down. See, they wanted an evolutionary version of the Pantah family of carbureted two-valvers - one they can tune up and personalize themselves, according to taste and budget. Instead they got a fuel-injected designer bike with locked-in engine mapping that doesn't allow home tuning, except via the Ducati Performance catalog, to a level and at a price that the factory predetermines.



Okay, there's nothing wrong with that, I guess; conventional wisdom says it's good business, just not what a significant number of hardened *ducatisti* appear to be looking for. Well, with the DB4, maybe instead it's Bimota that is giving them what they want. For the overriding feeling you are left with after two days of sport-riding the new Bimota in warm winter sunshine through the hills and highways of central Italy is that this is a bike Ducati would have been proud to have made in its days as a truly Italian company, before the TPG takeover made it think Wall Street's way.

Single-minded, hard-edged and uncompromisingly sporting, the DB4 is a *desmodue* in the old mold, the modern expression of the belt-driven single-cam desmo lineup that dates back to Taglioni's creation of the Pantah family more than 20 years ago. Indeed, the best compliment I can pay the DB4 is to say that Dr. T would surely have been proud to have produced it himself: It's his kind of bike; and at 26 million lire (around $16,000) on the road in Italy, against the 900 Supersport's 20 million lire, for a hand-built, alloy-framed, limited-edition product of which just 350 examples will be built in the 1999 model year, it's pretty well-priced - especially by Bimota standards.

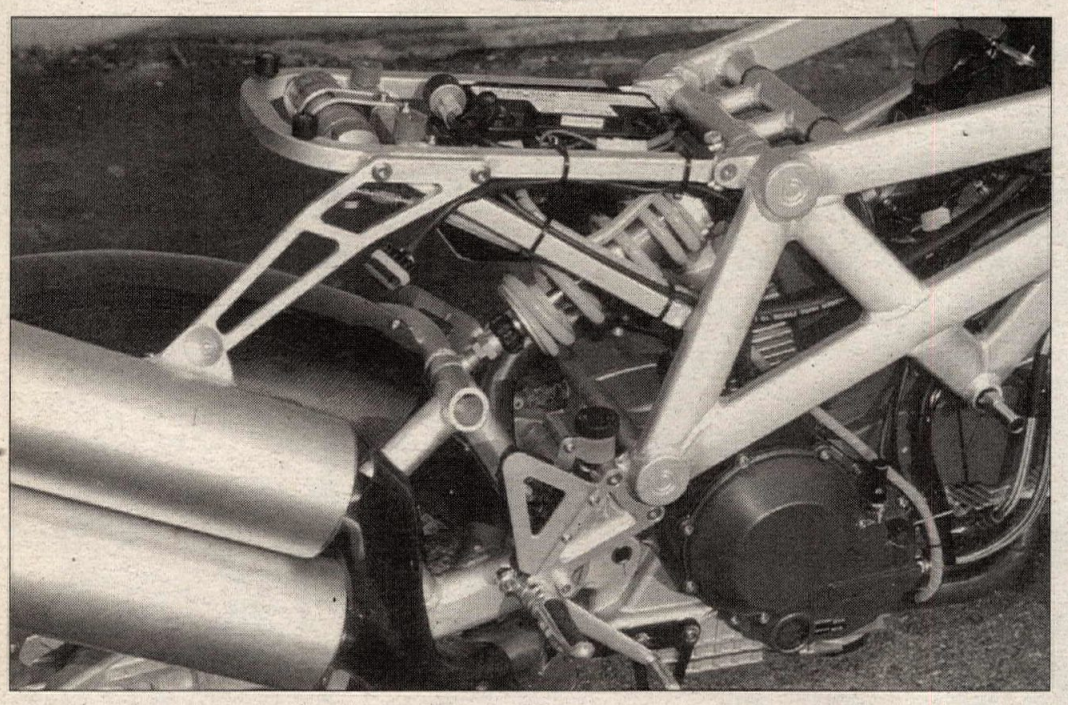
Just as the DB1 bailed out Bimota 15 years ago (and, in doing so, outdid Ducati's own equivalent product, the 750F1), so the DB4 has a shot at doing the same this time around. And just as the DB1 achieved cult status among discerning *ducatisti*, so perhaps the DB4 stands a good chance of similar approval. Not if you look at it strictly in performance terms as delivered, though - for in terms of top speed, the DB4 is rather surprisingly a bit of a stone.

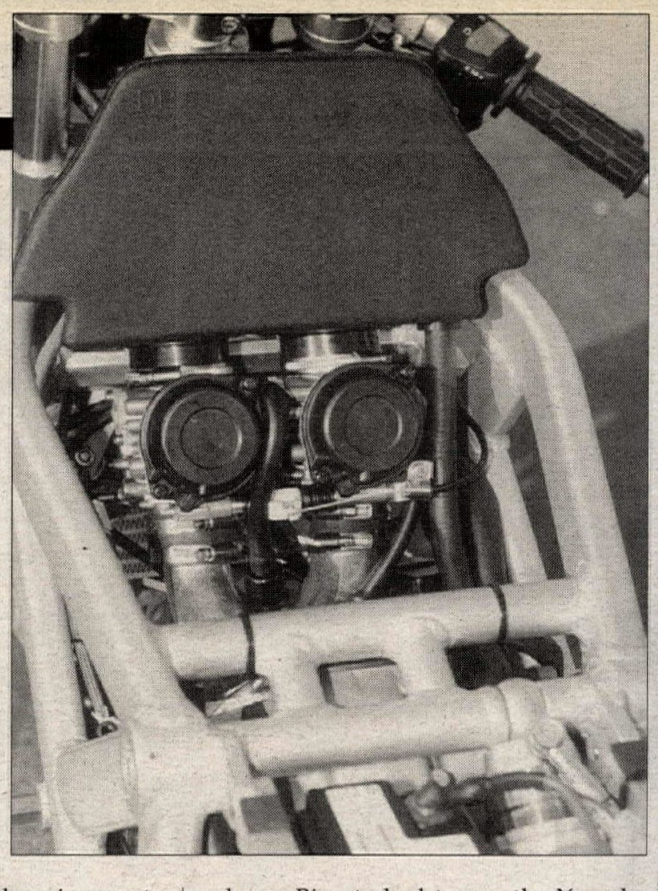
To produce the bike, Bimota employed the latest version of the same air/oil-cooled *desmodue* engine as was used in the Mantra and DB2, fitted with 38mm Mikuni carbs rather than the EFI of Ducati's new 900SS.

While Bimota claims 80 bhp at the rear wheel at 7000 rpm from this engine, the fact that this is exactly what Ducati also says its fuel-injected 900 Supersport delivers makes me suspicious. In DB2 guise, this very same motor delivered just 74 bhp at the wheel - same as today's similarly carbureted 900 Monster version does - and, nice as the raw-edged note that issues from the double-stack Mantra-inspired Termignoni silencers is, I don't think this fruity-sounding exhaust system feels like it's yielding an extra six horsepower over its predecessor, nor the same level of performance at high rpm as the fuel-injected Ducati.

The payoff, however, comes in the DB4's meaty midrange. From 4500 rpm, there's pretty vivid pickup, which, coupled with a dry weight of just 363

Bimota DB4





(Left) The single Paioli shock works without a linkage. (Right) Despite being fitted with a pair of 38mm Mikuni carbs, Bimota claims the 904cc Ducati powerplant makes 80 bhp, the same number claimed by Ducati for its latest fuel-injected version.

pounds - 6.6 pounds less than the steel-framed DB2 - makes this a bike for twisting country roads rather than four-lane *superstradas*.

Topping out at 8000 rpm and safe to nine grand (strangely with no rev limiter on the test bike's Kokkusan ignition), there isn't really any point in revving the *desmodue* V-twin that high, because the last 1000 rpm are a real struggle, and it's much better to ride the torque curve and change up at around 7500 rpm, reveling in the meaty acceleration that even this humble power output delivers in such a light bike.

Whack the light-action throttle open in the bottom two gears and you may find you need to stand on the footpegs to force the front wheel back down to the ground again. But suspicions that the Bimota is undergeared were flat out confirmed on the Ancona *autostrada*. The DB4 had to be coaxed up to an indicated 121-mph top speed, and it resolutely refused either to break the 125-mph mark or to pull any more than 8500 rpm in doing so. This is pretty disappointing for a 900cc desmo V-twin, and it indicates not only that the 38-tooth rear sprocket fitted is too short (the DB2 used 37T and the Mantra 36T), but also that airflow to the carbs (Bimota uses its own airbox design), the jetting, exhaust design or aerodynamics, either singly or in combination, need further development. Or just sacrifice some of that more-than-adequate acceleration and gear it up a little to restore some of that missing top speed.

However, that's almost irrelevant, for two reasons. The first is that Bimota is conscious that the DB4's power output is pretty humble by its own standards, and in a departure from the Italian company's previous policy, it is presenting it as an entry-level performance bike that almost any owner will want to work on - this happening either at his friendly local Ducati tuning house or with Bimota's own forthcoming aftermarket catalog. With the world's leading *desmodue* tuning house, Vee Two Australia, already associated with Bimota after the two teamed up to win the '96 BEARS World Series with the Vee Two DB2R, there's little doubt that stuff such as Vee Two's camshafts, oversized valves, ceramic-coated high-compression pistons, downdraft cylinder heads, flat-slide Keihins and Carrillo rods will end up in many of the DB4s sold, pumping up horsepower to 100 bhp and even more.

This bike is a great base for doing so, because of reason two: The DB4 chassis is more than capable of harnessing the extra performance and, even in the stock bike's underpowered form, delivers smile-a-minute handling that belies the bike's humble power output. Paradoxically, it's because it's relatively underpowered in relation to the frame's capabilities that the DB4 is so much fun to ride. The sweet-handling chassis package encourages you to brake late and keep up corner speed, maximizing the handling potential in pursuit of maintaining momentum.

On a switchback strip such as Pesaro's Strada Panoramica, with the Adriatic Sea on one side and the Appenine mountains on the other, you discover the hidden sportbike properties that were locked away in the Mantra's nimble-handling oval-section alloy frame, with its light build and short 54.3-inch wheelbase.

This chassis carries the 90-degree V-twin engine quite low, without affecting ground clearance - even with the grippy Pirelli Dragon Corsas fitted as stock (the first time Pirelli rubber comes as original on a Bimota), reflecting the Italian tires' significant improvement in grip and wear in recent years. Scraping the footrests or decking the fairing on the DB4 just doesn't happen, even at extreme lean angles. Yet the low center of gravity delivers excellent stability around fast, bumpy turns. It's better than the DB2, which can get a weave on when it hits a bump cranked over under power.

The steering is beautifully weighted, allowing you to flip the bike from side to side so easily through a series of turns, yet it also tips with control and poise into the apex of a bend. Certainly this also comes from the DB4's steering geometry, which, though based on the DB2, is subtly altered from Marconi's original design, with the head angle reduced to 23 degrees and trail to 91mm via bigger offsets for the 43mm Paioli forks.

This makes turn-in even easier on the DB4 than on its Rimini-built *desmodue* ancestors, yet it's achieved without making the bike nervous or unstable, even under heavy braking.

There's lots of feel from the big 320mm Brembo cast-stainless rotors and their latest-generation four-pot calipers that more than lived up to expectations, with good bite plus a sensitive response from the adjustable lever.

The Paioli suspension was very much on the stiff side for the first of my two days on the bike, but softening it all around at our overnight stop delivered superior response from the Paioli front end, even though this is only adjustable for preload and rebound damping - not for compression. But even over inland roads ravaged by winter frost, the DB4 felt well-damped up front, though perhaps more surprising still was the superior ride quality on what is such a light motorcycle, especially with its relatively unsophisticated cantilever rear end.

The Paioli rear shock is fully adjustable, and it works well with the sticky 180/55 rear Dragon in putting the power down out of turns - but the way it shrugs off any bumps you encounter while doing so, leaned over on the angle, is truly impressive.

Kayaba's European suspension partner gets better and better at delivering a well-sorted ride - and don't forget Paioli's HAT race division won the World Supersport title in '98 with the Alstare Suzuki team, so it knows how to dial up compliant sportbike suspension.

The DB4's riding position is uncompromisingly sporty, with a tall rear ride height that shorter riders will need to tiptoe over when hopping aboard. On a Bimota, this has the usual consequence of pushing lots of body weight onto your arms and shoulders. This only becomes a problem when riding the bike slowly in traffic, at which point you also start to notice the trademark heavy operation of the Ducati clutch. But at speed on the *autostrada*, the pointy shape of the DB4's screen does a surprisingly good job of giving good protection without undue turbulence, which, combined with the shape of the shroud covering the 5.3-gallon nylon fuel tank that allows you to rest your chest on it when crouched down low, lets you ride the bike close to flat out for mile after mile without discomfort.

The DB4 does seem very slim and lean when you sit on it - much more so than the new Ducati - which in turn adds to the impression of agility and nimbleness that is confirmed when you ride it. Yet the fairing also gives good protection, without being bulky: Massimo Giovagnoli did a good job in designing it, though I must say I'd prefer the lower half to be painted white like the rest of the bike, rather than the so-practical but so-leaden black belly pan which, frankly, spoils the aesthetics. Like the benchmark DB1, the DB4 prototype was all white when I first saw it last May, and it looked lighter and even leaner as a result.

And apart from my friend Ferruccio's tip about the mirrors - okay, they don't vibrate at speed, but even pulling your shoulders in doesn't let you see flashing lights behind you (that's *my* excuse, anyway!) - I also think it's a shame Bimota had to use the Yamaha headlamp from the YB9, which makes the DB4's "face" look a bit anonymous and dated, though with homologation taking the time it does and costing so much, there was probably no other choice. Still, its beam is powerful enough to get the attention of a Croatian truck driver who's about to pull over on you on the *autostrada* at a closing speed of about 75 mph, so I guess it works okay. The same thing goes for the whole bike in terms of looks, handling and midrange performance, and with Ducati's predetermined decision to move its *desmodue* sportbike range away from its traditional customer base in search of new buyers, it has left Bimota with the chance to move in and create a handmade, harder-edged V-twin with lots of tuning potential thanks to its carbureted configuration, to fill the gap at an accessible price.

The DB4 is the result, and Francesco Tognon must be hoping it has the same effect this time around as its DB1 ancestor did. History will tell. **CN**

Bimota DB4

Specifications

Engine	Air-cooled 90-degree V-twin w/ two valves per cylinder
Bore x stroke	92 x 68mm
Displacement	904cc
Compression ratio	9.2:1
Carburetion	(2) 48mm Mikuni
Ignition	Kokkusan electronic
Horsepower	80 bhp @ 7000 rpm
Transmission	6-speed
Frame	Aluminum oval-tube trellis
Wheelbase	53.9 in.
Rake/trail	23°/91mm
Seat height	31.5 in.
Suspension	
Front	43mm Paioli fork w/ spring-preload and rebound-damping adjustment; 4.7 in. travel
Rear	Single Paioli fully adjustable shock; 4.0 in. travel
Wheels/tires	
Front	Antera 3.50-in.-wide wheel w/ 120/70ZR17 Pirelli
Rear	Antera 5.50-in.-wide wheel w/ 180/55ZR17 Pirelli
Brakes	
Front	Dual 320mm Brembo stainless-steel discs w/ four-piston Brembo calipers
Rear	Single 230mm Brembo disc w/ Brembo two-piston caliper
Dry weight	363 lbs.
Fuel capacity	5.3 gal.
Price	$18,530
U.S. Importer	Moto Point 11 Brilliant Ave. Pittsburg, PA 15215 412/782-6191

Holeshot in One.

"Congratulations, Jeremy.
You really smoked tonight.
Two holeshots.
Two start-to-finish wins.
You and your YZ250
were simply awesome.
You practiced your
starts all week.
Well, guess it
really paid off.
So what's next?
You're coming
off a huge
win...

Man, I really gotta
work on my tee shots.
Gotta quit shanking my drives.
Wonder if that driving range
is still open...

CHAPARRAL

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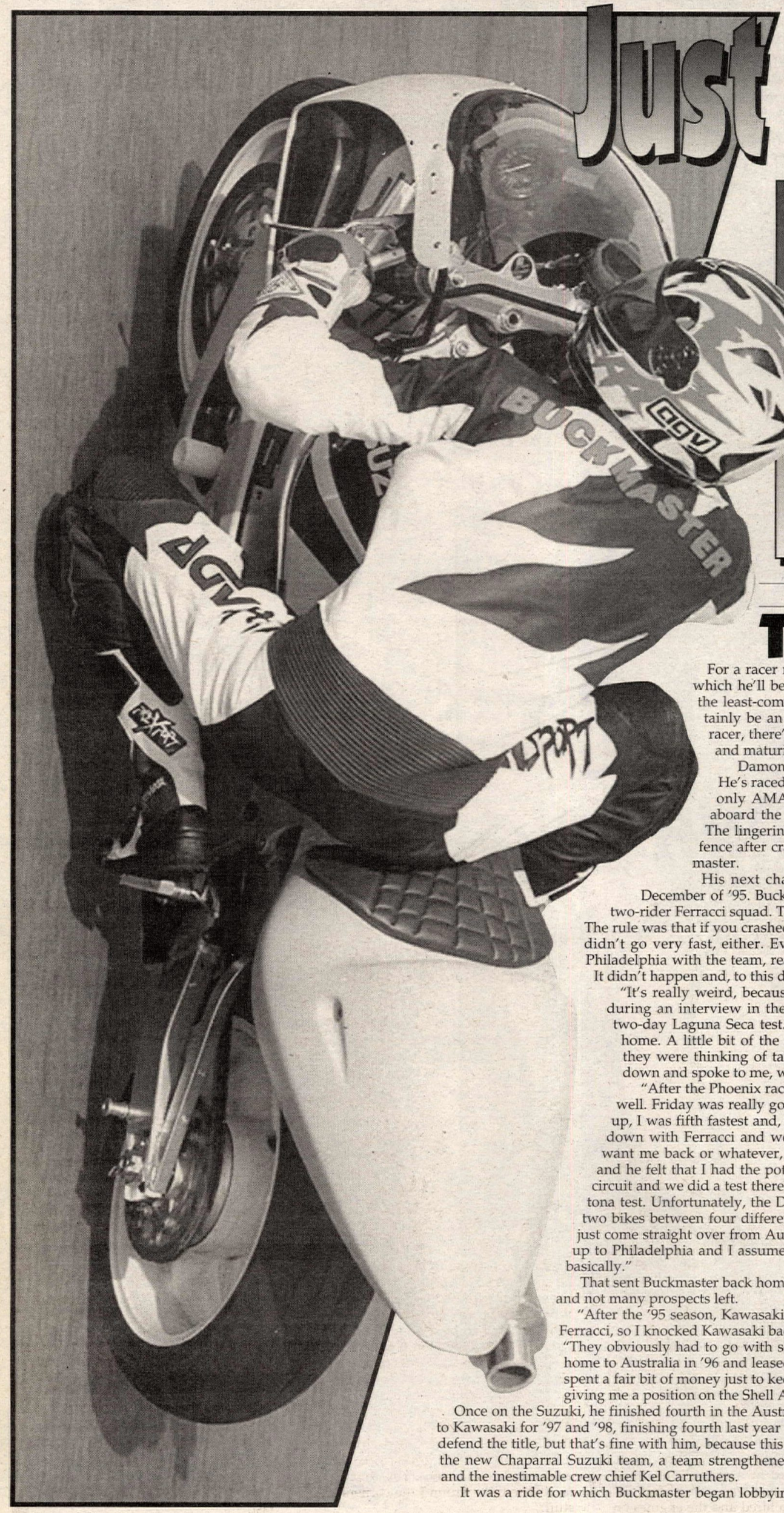


Just call me Demon

By Henny Ray Abrams

The recently acquired nickname of the young Australian is "Demon Brakemarker." In his new assignment here, it should serve him well.

For a racer new to these shores, who's never seen most of the tracks on which he'll be racing, and who has the misfortune of being saddled with the least-competitive 600 in the field, being good on the brakes will certainly be an asset. Will it be enough? Certainly not. But, as with every racer, there's more, and the package he brings is one born of experience and maturity.

Damon Buckmaster - that's his real name - has been here before. He's raced here, he's tested here. But never with any luck. His first and only AMA race was at the end of the 1995 season in a one-off ride aboard the Fast By Ferracci Ducati at Firebird International Raceway. The lingering memory from that one is Buckmaster scaling a chain-link fence after crashing the Ducati. It discouraged neither Ferracci nor Buckmaster.

His next chance was a few months later at the Daytona tire tests in December of '95. Buckmaster was one of four riders auditioning for a spot on the two-rider Ferracci squad. The others were Matt Wait, Shawn Higbee and Larry Pegram. The rule was that if you crashed, you were out. Wait crashed and Buckmaster didn't, but he didn't go very fast, either. Even so, he thought the ride was his and he drove back to Philadelphia with the team, reasonably certain he'd be racing in AMA Superbikes in 1996. It didn't happen and, to this day, he doesn't know the reason.

"It's really weird, because I didn't get an explanation as to why," Buckmaster said during an interview in the unpainted Team Chaparral transporter during the recent two-day Laguna Seca test. "No one ever told me. I was just put on a plane and sent home. A little bit of the rumor was, the factory was talking to (John) Kocinski and they were thinking of taking Kocinski on board for '96, but no one actually sat me down and spoke to me, which I was a bit disappointed about.

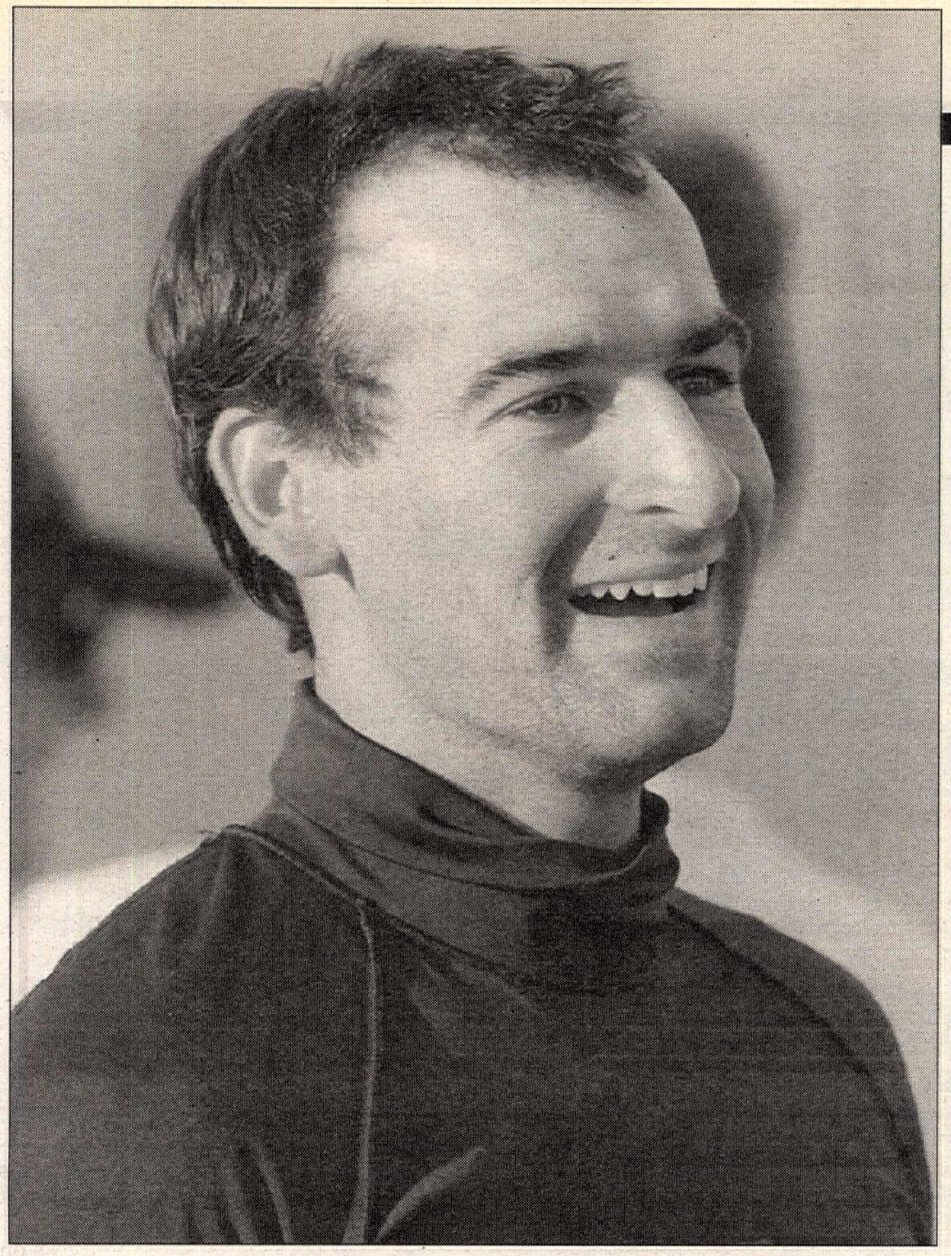
"After the Phoenix race, even though I crashed in the race, all weekend went really well. Friday was really good, Saturday was better, and in the Sunday morning warm-up, I was fifth fastest and, unfortunately, I crashed in the race. That does happen. I sat down with Ferracci and we had a bit of a talk and I said I'd understand if you don't want me back or whatever, and he said, 'No, not at all.' He certainly wanted me back and he felt that I had the potential to do well. He got me back the next day on the same circuit and we did a test there, and he was more than happy to bring me back for the Daytona test. Unfortunately, the Daytona tire test was just a shambles, really, for me. We had two bikes between four different riders and I was really sick. I had jet lag bad because I'd just come straight over from Australia. I did 70 laps in three days and that was it. We drove up to Philadelphia and I assumed everything was still on the go, and then it turned to shit, basically."

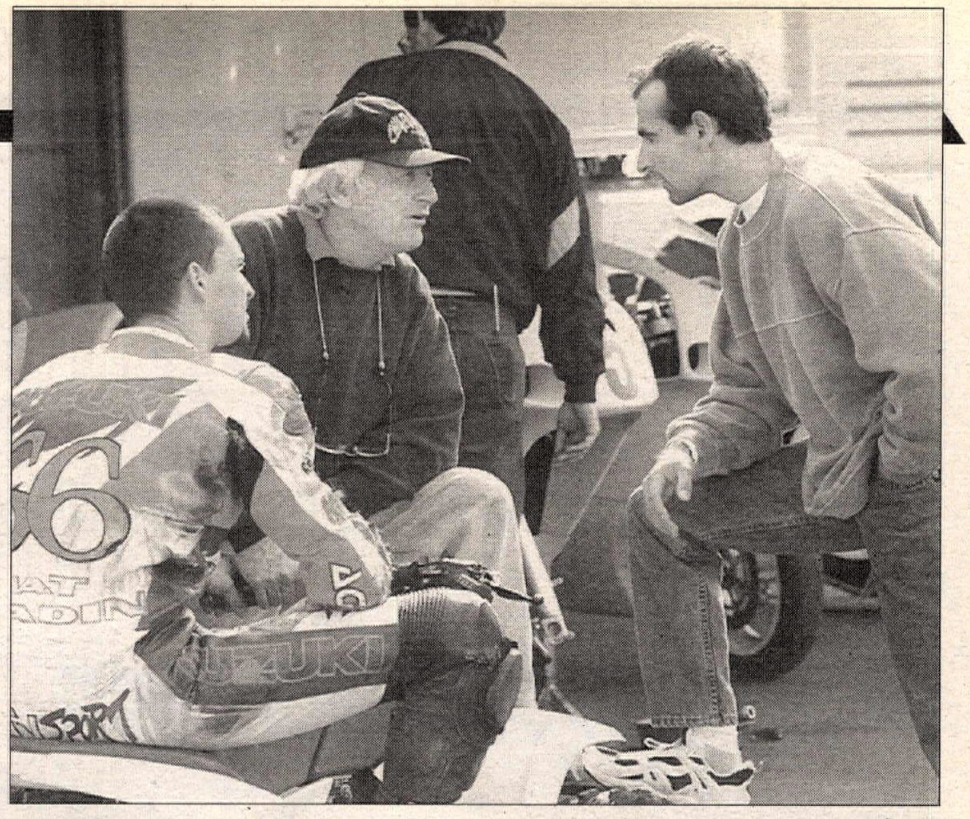
That sent Buckmaster back home to Australia late in December, with all the good seats taken and not many prospects left.

"After the '95 season, Kawasaki wanted me to sign for '96, but I assumed I was going with Ferracci, so I knocked Kawasaki back and a potentially good ride back home," Buckmaster said. "They obviously had to go with some other riders, because they thought I was going. I went home to Australia in '96 and leased a superbike myself and did a couple of races on my own. I spent a fair bit of money just to keep my name out there at least, and that led to Peter Goddard giving me a position on the Shell Advance Suzuki Superbike."

Once on the Suzuki, he finished fourth in the Australian Superbike Championship that year and then returned to Kawasaki for '97 and '98, finishing fourth last year while winning the 600cc championship. He won't be able to defend the title, but that's fine with him, because this year he'll be racing the 600 and 750cc Supersport classes on the new Chaparral Suzuki team, a team strengthened by 750cc number-one plate holder Richard Alexander Jr. and the inestimable crew chief Kel Carruthers.

It was a ride for which Buckmaster began lobbying from the start of last year. For the past two seasons, he's





(Above) G'day, mate. Damon Buckmaster (right) is hoping to add his name to the list of Australians who have had success on American soil, including Mat Mladin (left) and Chaparral Suzuki crew chief and former racer Kel Carruthers (center).

attended the series' final race at Las Vegas in the company of his longtime mate and former racing rival Mat Mladin. Mladin felt strongly enough about his talent to recommend him to the brass at Suzuki, who made the deal with Buckmaster at the Vegas race.

At the time of the Vegas race, Buckmaster was still talking to German Harold Eckl about racing a Kawasaki in the World Supersport Championship.

"All I really wanted from them was a commitment in writing, but I wasn't getting it," Buckmaster said. "I wasn't happy with that. Suzuki already gave me a contract for here. I went with what I could see in black and white, basically. It made me feel a little bit more secure about what I was doing.

"I was calling over here a lot - as early as January, I was phoning America," Buckmaster added. "But getting to Europe wasn't a big concern of mine. I wasn't prepared to go to Europe unless it was a 100-percent good deal. It seems you can get to Europe, and it's probably just as easy as getting to America. But they seem to drop you pretty fast. It's hard to tell with the Europeans what they're thinking sometimes. I just like to know where I stand with people."

"Obviously, people know of Damon," Mladin said. "It's very hard to get your name across. I put his name to Bill Syfan at Suzuki, that you might want to have a talk with this guy because, personally, I couldn't see anyone here, who hasn't already got a good ride, worth giving a ride to. As far as I'm concerned, Damon is truly well and good enough to keep up with all of us on a 600. He's a very good rider - he just needed a break to get over here to show he could do something. I think he's going to be competitive. Time will tell, but I think he's going to be competitive."

From the first time he began racing, at the age of 7, he's been near the top. The 25-year-old began in dirt track and motocross, moving to the pavement in 1991 on an RGV Suzuki 250 and a Yamaha 600. That first year, he was third in the 250cc Production class and second in the 600s. Concentrating on the 250 in 1992, he was second; then he moved to Kawasaki to race a 600 in 1993, taking third. Yamaha beckoned in 1994 and he took second. The guys he was racing with: Mladin, Troy Corser and Anthony Gobert.

In 1995, Mladin's misfortune was Buckmaster's fortune. Mladin broke his foot in an ultralight-aircraft accident and Buckmaster got the guest ride. His results were good enough to get an offer for the 1996 season, but he'd pinned his hopes on Ferracci, so he was out in the cold.

Now that he's in America, he'll be racing Mladin again, this time on similar machines. Buckmaster's presence means the Aussie invasion continues. With Gobert and Mladin on superbikes, Buckmaster's arrival means that for the first time ever there will be three Australians racing here, and they couldn't be any more different. Gobert has made his name through spectacular riding, outrageous statements, an engaging bonhomie and a failed drug test. Mladin comes off as more serious, dedicated to the sport, highly respected by his fellow riders and outspoken about what needs to be done. Buckmaster comes to the United States with a fresh supply of "no worries" and "good on ya's" and the rest of the colloquialisms that slip out of the vernacular with time away. He is as engaging as either, but quieter than both. In time he will make his way. Don't expect him to show up with green hair or a nose ring anytime soon. For the time being, he's settled in with Mladin while he looks for his own place.

The Chaparral Suzuki team is new from the ground up, replacing the HyperCycle Suzuki team that was repeatedly cited for technical violations. As of the Laguna Seca test, not all of the crew had been hired and the engines on the GSX-R600s hadn't yet been opened. There have been two tests, at Willow Springs and Laguna Seca, both tracks Buckmaster had never seen, and he's been encouraged. Having fellow Australian Carruthers working on the bikes wasn't the deciding factor, but it was "obviously a plus."

"I generally have a pretty good feel for the bike and what it's doing underneath me," Buckmaster said. "If I can get a mechanic that I can really work with and discuss a few things with, and he can read me a little bit, we can generally sort things out."

There will be more tests, and they'll need them. Though they should be able to sleepwalk through the 750cc Supersport class, the 600s are going to be a struggle. If you include Chaparral Suzuki and Erion Racing, there are 14 factory 600s. At Laguna Seca, the Yamahas were best; at Daytona, it was the Hondas. The consensus is that time has passed the Suzukis by. For Buckmaster, it's not a concern.

"I came over for a short holiday at the end of '97 with Mat (Mladin) when he was finishing up in Vegas and saw how competitive it was then," Buckmaster said. "And then again in '98, even before I signed the contract with Suzuki, I was here in Vegas and I got to see the race. I knew how tough it was."

Then why do it?

"I like the challenge," he answered. "It's good. I like good, close, competitive racing. I knew what I was expecting and I knew what I was jumping into. There's no use running from racing like that. I like it."

Even on machinery that's beyond its prime?

"Definitely, the Hondas and the Yamahas are going to be a good thing," he said. "And, honestly, we all knew they would be - especially Honda: When they bring out a new model, it's always going to be a good thing. You can always bank on Honda bringing out a good one, not a bad one. I think on the faster circuits, from what I can gather so far, the Hondas and Yamahas are going to be fairly hard to beat. But I think on the circuits that are just short and not such top-speed, high-speed circuits, I think Suzuki is still going to be there with a real good chance. You've still got to get the bikes around the corners and stuff."

Mladin has stated the same sentiments.

Buckmaster was one of four winners in last year's Australian Superbike Championship. He knows there are more winners than that in the AMA's 600cc Supersport field.

"I don't know who's good where, but you'd have to - easy - say, six, seven guys who are going to be capable of winning races in the 600 this year, and that's a hard call for me," he said, adding that he puts himself in that group. "I just don't know how people go on different circuits. I just know that when push comes to shove, I think I'll be there."

The 750s, he feels, should be less of a struggle.

"I got to see the 750 Supersport class last year at Vegas and the competition was there, but there wasn't any sort of major factory support or anything like that," he said. "The Chaparral Suzuki team - definitely, I think Rich (Alexander) and I stand to be the two leading riders in that field."

There is a belief, possibly a myth, that Aussies are rough-and-tumble riders, raised on tight, unforgiving circuits that favor aggression. Most of the tracks are like that, but Australia is a country with two very different Grand Prix circuits: Phillip Island and Eastern Creek, both of which have their share of high-speed corners. Up until this past year, Buckmaster was the sort of rider who favored tight tracks.

"I've noticed, say in the past 12 months, the way my riding's been going, I prefer more the high-speed circuits and high-speed corners," he explained. "If you had asked me that question 12 months ago, I'd say, yeah, the short stuff, first- and second- and third-gear corners. I've really noticed in the last 12 months (that) my riding's changed, and I generally kind of liked the faster stuff."

Whether he knows it or not, it's an important distinction. When asked what their favorite tracks are, most riders - the good ones, anyhow - will mention somewhere fast: Assen, Phillip Island - a few even mention Elkhart Lake. The irony is that the fast tracks will be the demons this year.

About the nickname...

"I don't really like backing it into turns and stuff like that," Buckmaster said. "I think it's just a waste of time. I noticed there's a few guys over here that do it a lot, but I think you're just losing control of the bike and you just ruin the balance point when you're doing that stuff. It's good for a show, but it's not fast." CN

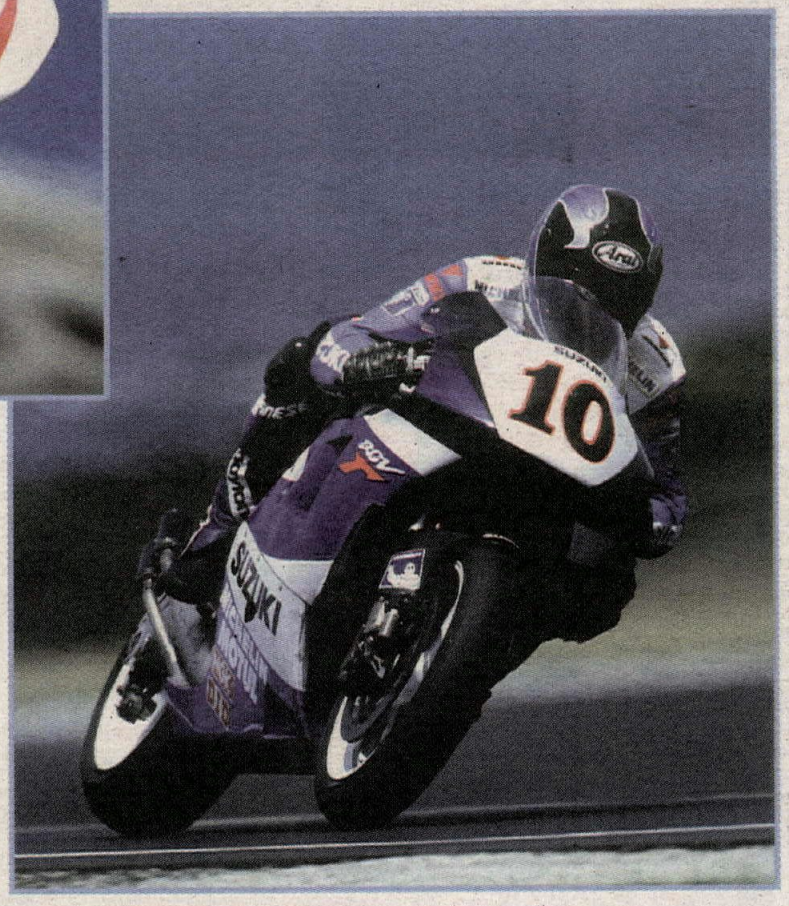
Phillip Island IRTA Test

Doohan still the boss

Photos by Gold & Goose

(Above) Same bike, new look: Norick Abe rode his new Antena 3-backed Yamaha YZR500 for the first time, ending the four-day test with the third-quickest lap: a 1:32.422, recorded on the third of the four days.

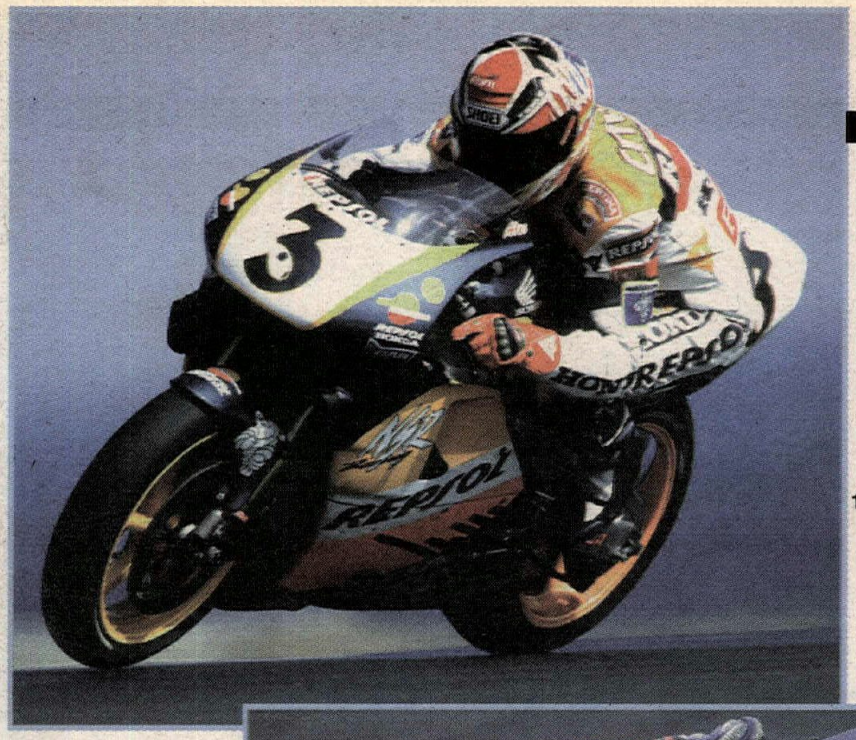
(Above) The first of the official IRTA Grand Prix test sessions was held at Phillip Island in Australia during the last week of January. Naturally, five-time World Champion Mick Doohan didn't take long to prove that he's still the man to beat for the 1999 500cc World Championship. Doohan circulated well under the lap record on the newly resurfaced race track and packed it in a day earlier than the rest, satisfied with what he and his Respol Honda team had accomplished.



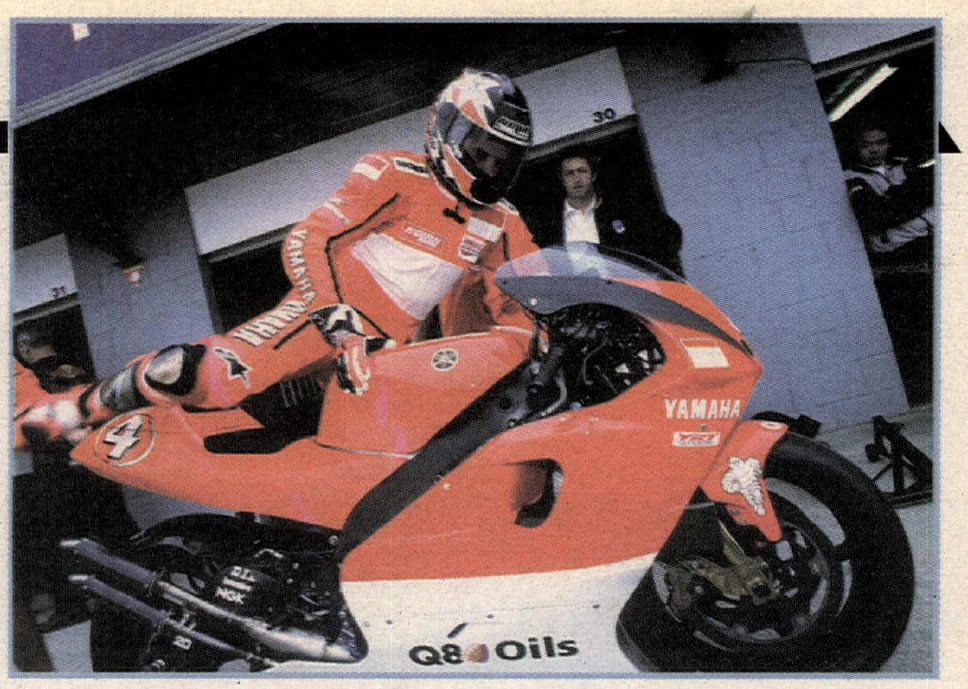
(Right) Kenny Roberts Jr. was impressive on the Suzuki RGV500. The former Modenas factory rider was in the hunt the entire test, finally ending up fifth but still on the same second as Doohan.

(Above) Same look, new bike: It didn't take long for Max Biaggi to get up to speed on the new Yamaha. The four-time 250cc World Champion ended the test with the second-quickest time, behind his rival Doohan.

(Left) The Old Man and the Sea: Kenny Roberts Sr. took the opportunity to give his Modenas KR-3 a run at Phillip Island. The three-time 500cc World Champion was fast, lapping only eight seconds off Doohan's pace on the oceanfront circuit.

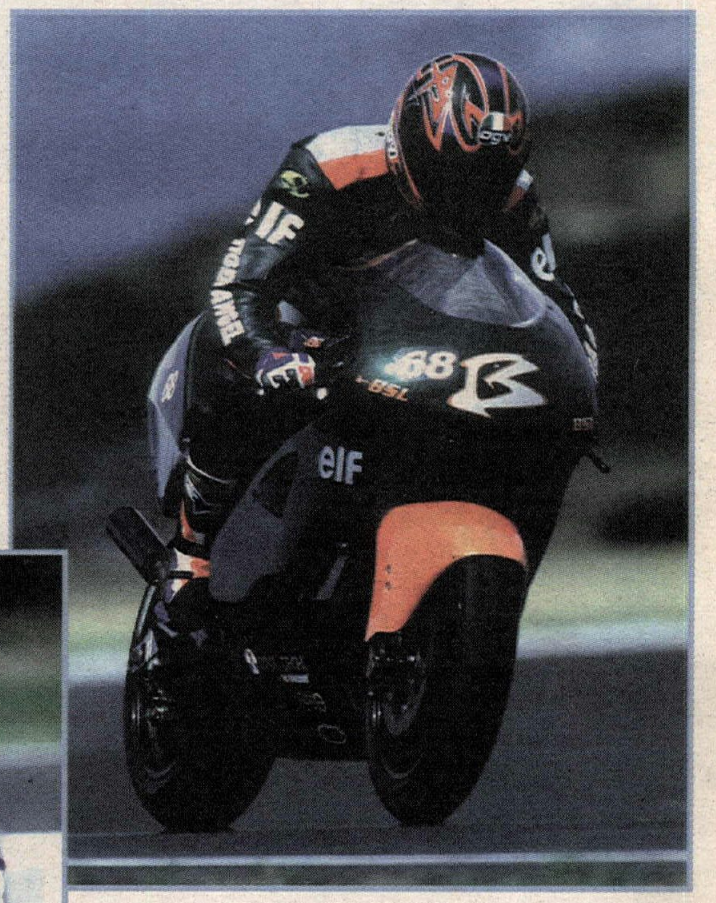


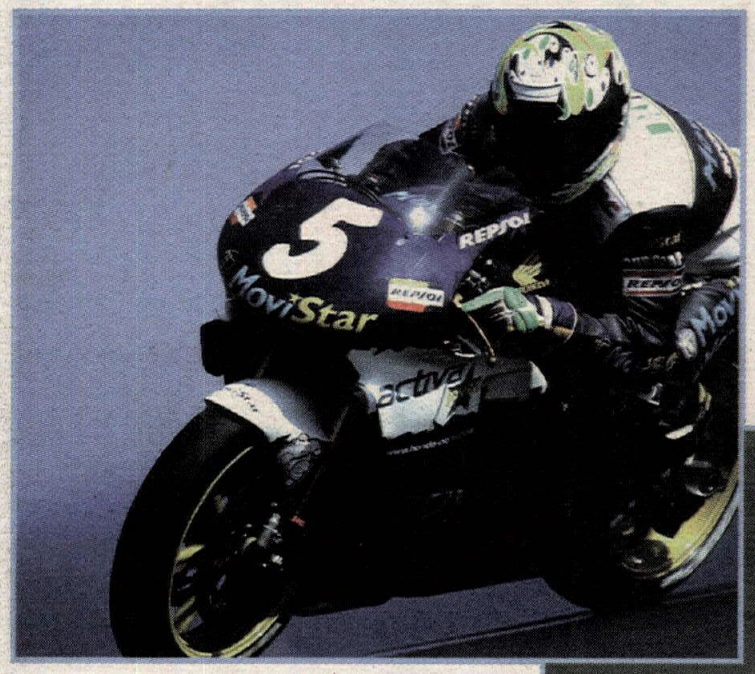
(Right) Carlos Checa made his Yamaha debut at Phillip Island, lapping at 1:33.470 for the eighth-quickest lap.

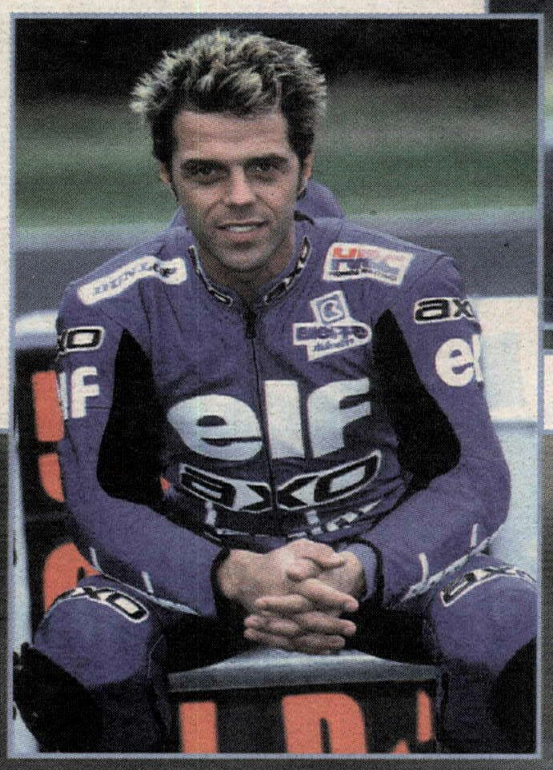


(Above) Alex Criville hasn't changed teams for 1999. The Spaniard was back on his Repsol Honda and he ended the test sixth on the lap chart.
(Below) Alex Barros managed to keep his late-season momentum from last year going as he rode the MoviStar Honda to the fourth-quickest 500cc lap.

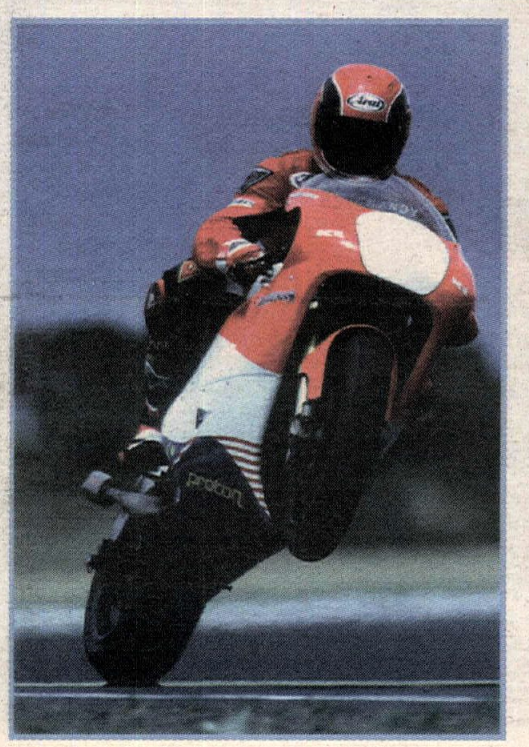
(Left) Simon Crafar rode the Red Bull-backed Yamaha to the 10th-fastest time, just fractions slower than his teammate Regis Laconi.
(Below) World Champion Loris Capirossi has taken his number-one plate to Honda for 1999. He ended the test as the fourth-fastest 250cc rider.

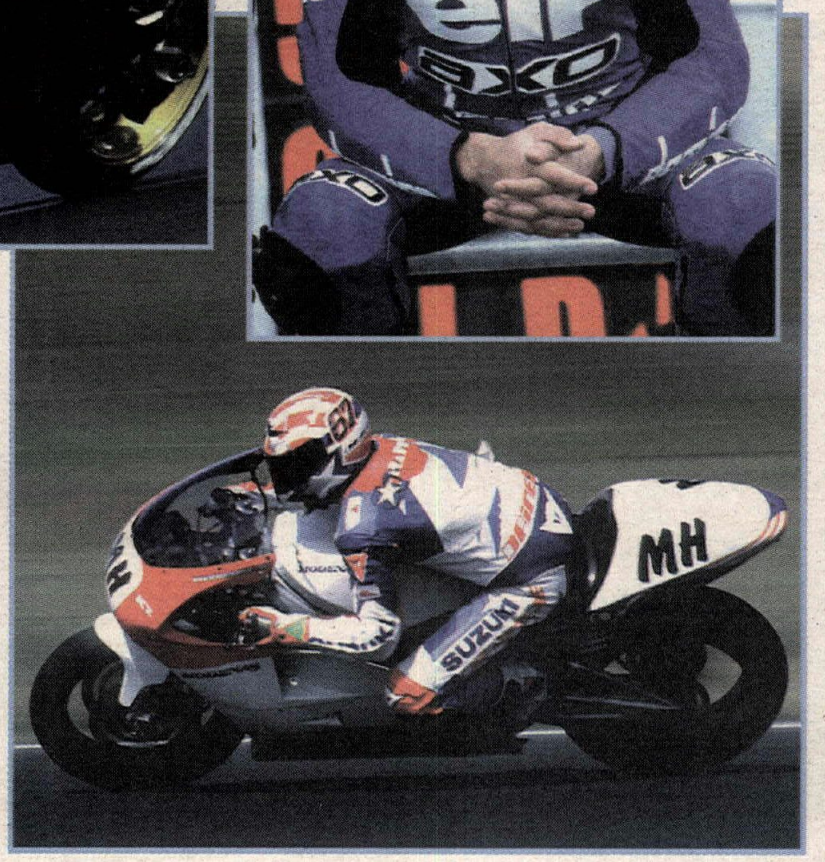






(Above) Mark Willis gave the brand-new, New Zealand-built BSL500 a shakedown. The bike completed several laps, though Willis ended up some eight seconds off the pace.





(Above) Mike Hale is hoping his efforts at Phillip Island earn him the second seat on the Modenas team. Hale was only the 15th-quickest rider at the test, and he ended up slower than test rider Randy Mamola.
(Left) Modenas test rider Randy Mamola wheelies the KR-3.

Lap times a go-go

500cc

1.	Mick Doohan	Repsol Honda	1:32.197
2.	Max Biaggi	Marlboro Yamaha	1:32.286
3.	Norick Abe	Antena 3 Yamaha	1:32.422
4.	Alex Barros	MoviStar Honda	1:32.726
5.	Kenny Roberts Jr.	Suzuki	1:32.960
6.	Alex Criville	Repsol Honda	1:32.999
7.	Jean-Michel Bayle	Roberts Modenas	1:33.074
8.	Carlos Checa	Marlboro Yamaha	1:33.470
9.	Regis Laconi	Red Bull Yamaha	1:33.591
10.	Simon Crafar	Red Bull Yamaha	1:33.637
11.	Tadayuki Okada	Repsol Honda	1:33.666
12.	Nobuatsu Aoki	Suzuki	1:33.945
13.	Randy Mamola	Roberts Modenas	1:35.021
14.	Yukio Kagayama	Suzuki	1:35.760
15.	Mike Hale	Roberts Modenas	1:35.760
16.	Mark Willis	BSL500	1:40.422
17.	Kenny Roberts Sr.	Roberts Modenas	1:40.842

250cc

1.	Shinya Nakano	Chesterfield Yamaha	1:34.161
2.	Olivier Jacque	Chesterfield Yamaha	1:34.366
3.	Tohru Ukawa	Shell Advance Honda	1:34.656
4.	Loris Capirossi	Elf Honda	1:36.642
5.	David Garcia	Antena 3 Yamaha	1:37.788
6.	Alfonso Nieto	Antena 3 Yamaha	1:38.170
7.	Anthony West	Shell Advance Honda	1:41.787

Rounds 17-18: Baltimore Arena

AMA/PJ1 NATIONAL ARENACROSS SERIES

Antunez aces two

(Top) Buddy Antunez (1) led Tom Hofmaster (14) and Mike Jones (7) early in Saturday's 250cc event. Antunez went on to win the race as well as Saturday's 125cc main. (Above) Jeff Willoh posted strong results in Baltimore by winning the 125cc class on Sunday and the Jump-Off on Saturday. Willoh still trails points leaders Cliff Palmer and Antunez in points.

By Dave Deringer
Photos by Karl Ockert

BALTIMORE, MD, JAN. 22-23

On a loose, sandy, rocky course that rutted up quickly, Primal Impulse Suzuki/Bill's Pipes/Shift-backed Buddy Antunez took two big wins in front of a hyped-up crowd during round 17 of the PJ1 National Arenacross Series.

Antunez looked like the two-time champ of old on Friday night in the 125cc final as he passed Ohio native Greg Rand with two laps remaining for his fifth win of the year. Later that night, Antunez backed up his strong 125cc ride with another win, this time in the 250cc final.

"My Suzukis are working great, Ed (Longacre, Antunez's mechanic) did his job, I did mine, and I'm happy to get a double win," Antunez said at the end of the night.

Going into Saturday night, Antunez was only 10 points behind series front-runner Cliff Palmer, but Antunez had a little trouble on Saturday night, only managing to muster up two seventh-place finishes. The visibly upset Antunez had little to say, as he lost 14 points to Palmer over the course of one night.

Palmer, on the other hand, was quite consistent. The Carrollton Kawasaki/MSR/Reynard Modification-sponsored rider bettered his performances on the tight track each time out, finishing fourth, third and second before winning the final race of the weekend - Saturday's 250cc final.

"That's part of it - he (Antunez) had a good night last night and I had one tonight," Palmer explained. "Anything can happen, and we have half the series to go."

The weekend's other winner was Jeff Willoh. The Honda-mounted Willoh took Saturday's 125cc main-event win after posting 15th- and second-place finishes on Friday.

The conclusion of Friday night's event, round 17, marked the halfway point of this year's series. Saturday's event was round 18, and after 18 races, Palmer has a 24-point lead over Antunez, 564-540. Willoh currently holds third with 521, and his Thor/Pro Circuit/Tuf Racing teammates Jeromy Buehl and Denny Stephenson hold down fourth and fifth with 483 and 457 points, respectively.

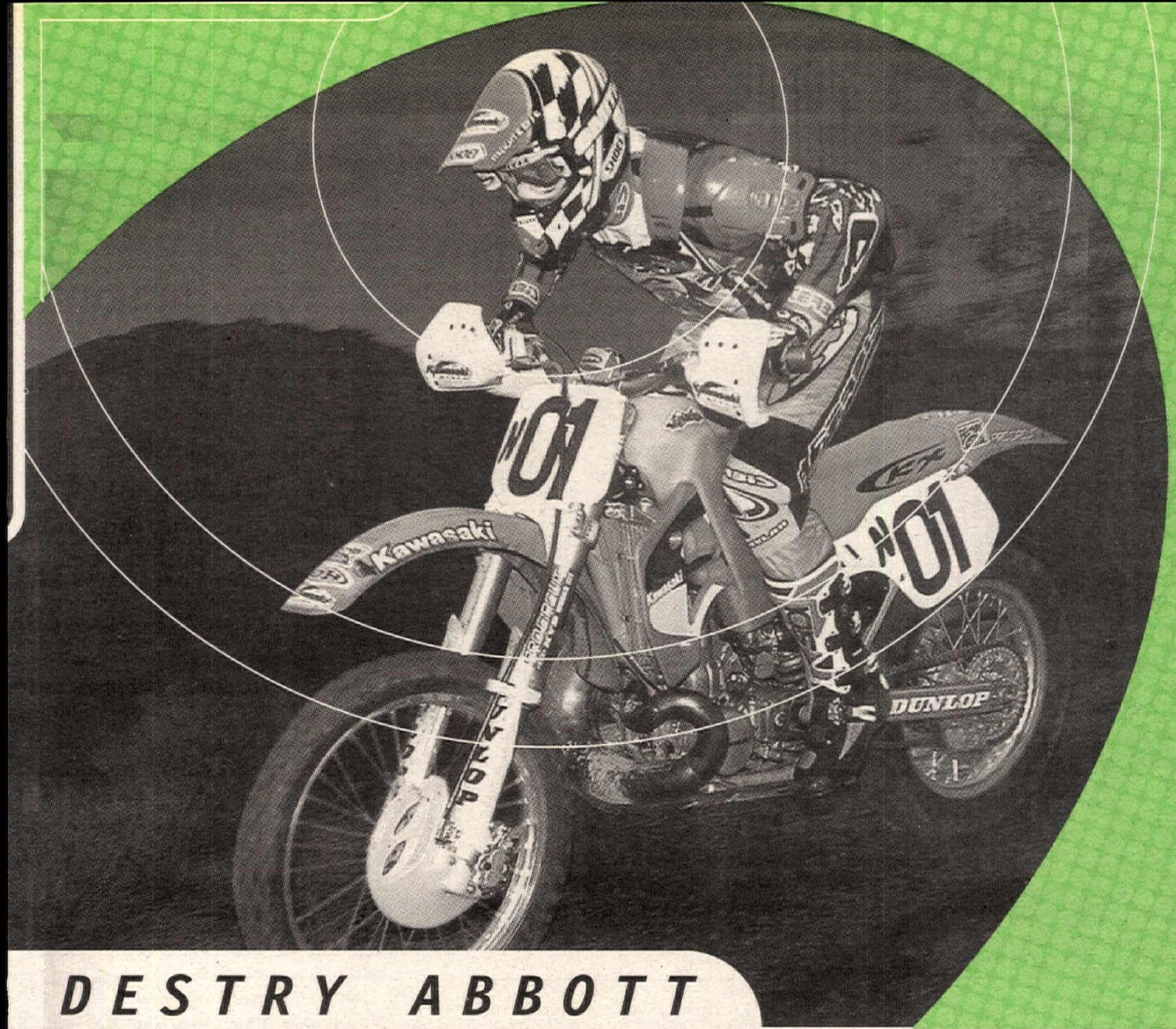
FRIDAY

SMP/Dunlop/FMF-backed Mike Jones made his return to the confines of the small arena a memorable one. Jones had a good battle with Carrollton Kawasaki's Greg Rand in the first 125cc heat, and then he had a great battle with Willoh in the third 250cc heat. Although Jones didn't win either one, he did not disappoint the large Baltimore crowd. Willoh came back to win the $350-plus SBS Dash For Cash and also took the jump-off contest win.

"I can't remember the last time I lost one of these," Jones said later.

Rand grabbed the start of the 125cc main, followed by 19-year-old Tom Hofmaster on a Banzai Motorsports/Xtreme/Wiseco/Pirelli/Pro Action-backed Suzuki. Antunez, Buehl and Palmer chased the leaders early, as 125cc specialist Willoh was back in the middle of the pack.

Antunez made his move by Hofmaster for second at the beginning of lap



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8 WINS FOR PALMER.

9 REASONS EVERYONE ELSE SHOULD HAVE STAYED IN BED.

ABBOTT TAKES ROUND 1 OF THE AMA NATIONAL HARE AND HOUND. PALMER OWNS ROUND 18 OF THE PJ1 NATIONAL ARENACROSS SERIES.

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On the flip side, Palmer had little time for competition, ripping off his 8th win this season, with an impressive gate to flag victory. In just a few laps, Palmer broke free from the melee on his KX250 and said, "Adios". Then the Cliff Palmer show began. He set a blistering pace that no one could ever match - and no one ever did.

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AMA NATIONAL HARE & HOUND ROUND 1 JANUARY 24, 1999

KAWASAKI CLASS WINNERS

RIDER	CLASS
Destry Abbott	Open EX
Jeff Capt	Vet EX
Dana Van Stee	125 EX
Anna Merritt	Women

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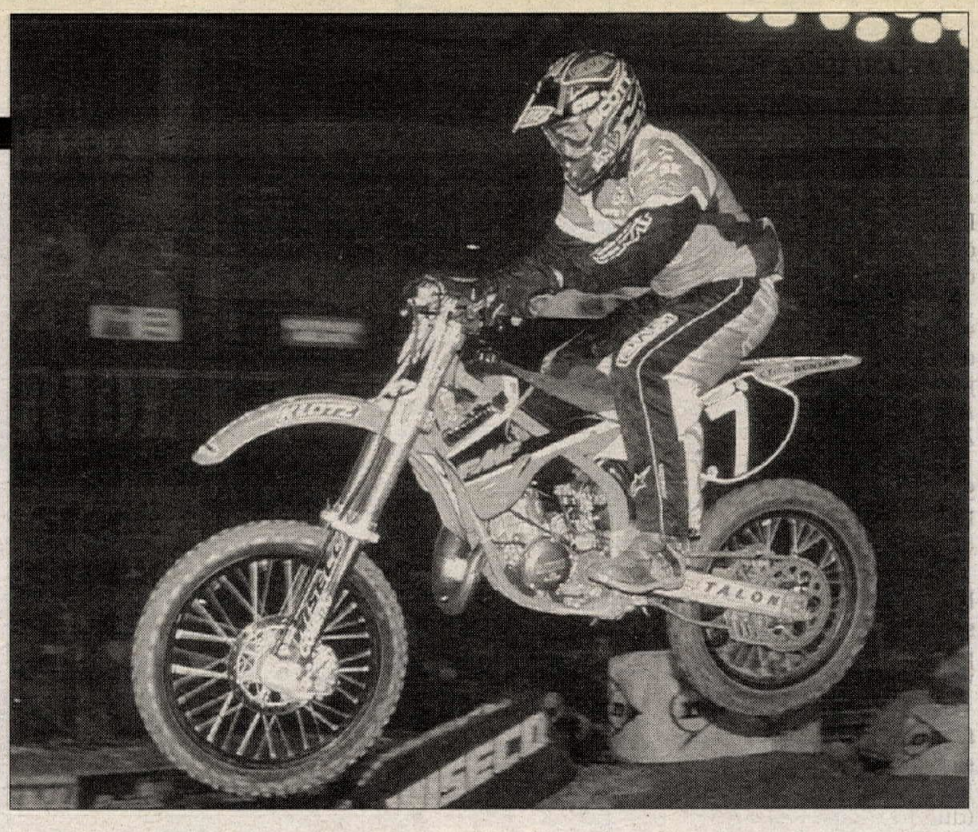

(Left) Jeromy Buehl (5) posted only one podium finish in Baltimore, placing third in Saturday's 125cc race. Teammate Denny Stephenson (4) took third on his CR250 on Sunday.
(Above) Sunday turned out to be Mike Jones' day, as he took third in the 125cc race, second in the 250cc contest, and first in the Jump-Off.

three as Rand began to distance himself from the field. Willoh was up to fifth, as he had passed Palmer, who has been struggling on his 125cc for most of the series.

Rand and Antunez had now checked out from the remaining riders as their battle started to heat up. Hofmaster held a lonely third for some time as fourth-placed Buehl and Willoh were going at it.

Palmer and Primal Impulse Suzuki's Chad Pederson were dicing for sixth and seventh when Pederson went down in a heap, scattering hay bales throughout the first-turn sweeper on lap seven.

Rand and Antunez were clear of the mess, but as Hofmaster made his way into the turn, he saw it too late and hit the hooks, allowing Buehl to sneak by for third. A lap later, Willoh attempted to make a block-pass on Hofmaster but his front wheel knifed and Willoh hit the soil.

Palmer saw an opening and made a clean block-pass on Hofmaster on lap 11 of the 16-lap final, moving himself into fourth.

Rand was still at the point on lap 13, but Antunez had other ideas as they entered the rockers on lap 14. Antunez used an odd line and moved by the surprised Rand for the lead. Throughout the next two laps, Antunez stretched his lead and crossed the line for his fifth win of the year.

Rand finished a respectable second on his John Kitch-tuned KX, followed by Buehl, Palmer and Hofmaster.

"Rand was riding well, but I think I had a little more at the end," said Antunez of his ride. "The track became one-lined but I stuck with him, pressured him well, and me and my Suzuki ended up on top."

"It's real tough to lead 14 laps and end up second," said a disappointed but happy Rand. "He was there the whole time and made a good move. Maybe next time."

Stephenson, Antunez, Pederson and Willoh were at the front at the start of the 250cc final. YZ400-mounted Ty Wallace and Palmer gave chase.

Willoh blasted by Pederson early for third, while Buehl and Jones were picking themselves up after going down together.

Stephenson controlled the front for several laps as Antunez, Willoh and Pederson rode in tow. Palmer made his move by Wallace and was now holding fifth.

Antunez began closing in on his friendly rival Stephenson on lap six and then made his bid for the lead on lap eight with a clean block-pass.

Lappers came into the fray at the halfway point of the 20-lap race, and Antunez picked them off one by one. Stephenson settled into second and Willoh into third. Palmer displaced Pederson for fourth around lap 12.

Willoh was looking for more and also block-passed his way by Stephenson two laps later and was now running second. Palmer was the next to get around Stephenson, pressuring the Nebraskan for several laps before making his move.

Antunez was long gone out front, riding off for his second win of the night and his sixth of the season. Willoh held second, followed by Palmer and an upset Stephenson.

"I rode pretty good, took my time and put the pressure on and then got by," Antunez said. "I started doing the triple late in the race and that's how I opened it up so much."

"The track was a little rough and he looked a little tired, so I went for it," Willoh said of his pass on Stephenson.

SATURDAY

A sellout crowd of over 11,000 people made its way into the Baltimore Arena to witness another great night of motocross on Saturday. No single rider won both of his heat races, signifying that the racing action was tight on the loose soil. Jones once again gave the crowd its money's worth as he and Antunez battled in the second 250cc heat. Jones led all but two laps of the race and pitched his Kawasaki sideways over the monstrous double lap after lap, hamming it up for the fans, who loved every minute of it. Stephenson took the SBS Dash For Cash win and over $650, and Jones pulled out all the moves this time and was the crowd favorite - taking the Jump-Off win.

Willoh again gated well in the 125cc main and was the early leader. Palmer, Nicholson's Yamaha/Sinisalo/Factory Connection's Jimmy Wilson and Rand followed.

Palmer got by Willoh and led briefly, but Willoh got him back before the end of the first lap. Antunez was left back in 10th after a terrible start.

Willoh, Palmer and Rand settled in the top spots, while Stephenson and Jones went at it for several laps. Jones got by Stephenson soon thereafter while some riders began to roll the big double, as they couldn't get enough traction in the loose soil on their 125s to clear it.

On lap seven, Palmer came upon a lapped rider who was picking up his bike after a fall. Palmer decided to go to the inside, but the rider went into his line and the two collided. Rand and Jones took advantage and moved into second and third. Willoh, meanwhile, was checking out.

Palmer got back on the gas and was on the tail of Jones within two laps and then motored by him through the rockers to take over third.

The action started to heat up with two laps remaining as Rand elected not to double on lap 14, allowing Palmer to jump over his head for the runner-up position. Jones was next to strike and he forced his way by Rand at the beginning of the rockers on the final lap for third.

With only three straights to go, Rand again chose not to double. Wilson, who was on the tail of Rand, locked up the brakes, and Buehl took the high line, jumping over both riders and moving into fourth in one fell swoop.

Willoh took his ninth win of the year, followed by Palmer, Jones, Buehl, an overwhelmed Rand, and Wilson. Antunez finished seventh.

And why does Willoh keep winning the 125cc finals?

"I just really like this Honda 125cc," he said. "Todd Ramsey is keeping it tuned, and I feel real good on it. I'd like to get it on a 125cc East Supercross podium, too, when this is all over."

"I was running good with Willoh, but a lapper crossed my line and I hit him and almost went down," Palmer said. "I really think that I might have caught Jeff if that didn't happen."

"I'm happy with third," Jones said of his result. "I'm 195 pounds and these guys are around 150-ish. I'm jumping that double in second, where they are in third. I'm looking forward to the 250cc final, where I'll have some more horsepower."

"I got a bad start and got slammed around out there for a while," explained Antunez. "It took me a while to get going and I rode hard - I just made no ground."

Stephenson nailed the start of the

Briefly...

Cliff Palmer will receive a $500 bonus from Uni Filter for being the points leader at the halfway point of the series. If Palmer wins the title, he will receive $500 for the title and another $500 for the dominator award - that goes to the winner of the first and second half.

The SBS **Dash For Cash** series is shaping up to be just as close a points race as the regular series. At the halfway point of the series, the points are as follows: 1. Denny Stephenson (49/5 wins); 2. Buddy Antunez (39/2); 3. Greg Rand (35/3); 4. Cliff Palmer (28/1); 5. Jeromy Buehl (25). The overall winner will receive a $5000 bonus.

The Baltimore rounds saw the return of **Mike Jones**. The showman has been in Germany for the last few weeks, as he is every year, looking for another German Supercross Championship. "I won the overall last weekend, but the big highlight was beating Edgar Torranteras in the jump-off," Jones said of his travels. "I'll be at all the remaining Arenacrosses this year. I have nothing to lose in this series and everything to gain. I'll give it 100 percent for myself and my sponsors, and I'll give the crowds what they want to see."

Baltimore may have been the last Arenacross race this year for Primal Impulse Suzuki's **Chad Pederson**. After injuring his hand at the Fort Worth, Texas, round in early January, Pederson took two weekends off to let it heal. Pederson crashed hard on his hand the week before in Hampton, Virginia, and fell on it again on Friday night. "I'm going to the doctor on Monday to see what's up with it," Pederson said in street clothes while watching Saturday's race action. "Since I'm seventh in the points, I'll probably let it heal for two weeks, then go race 125cc East Supercross at Tampa. I'm bummed about the year, but maybe I can start over in the Supercross Series."

250cc main, followed by Antunez, Palmer and Jones. Palmer dived inside of Antunez in turn two to take over second.

Stephenson held the point for a strong seven laps until he rolled the big double. Palmer had the drive and jumped into the lead over Stephenson. At the same time, Jones motored by Antunez for third.

Jones then block-passed his way by Stephenson a lap later for second, as Palmer had already made some distance on the pack.

As the halfway flags flew, Palmer had several seconds on Jones, Stephenson was holding third, and fourth-placed Antunez was being pressured by Willoh.

Willoh ended up passing Antunez a few laps later for fourth, and he set his sights on Stephenson.

Palmer was riding with a flat tire (due to the rock-strewn course) with a couple of laps remaining, but he had a comfortable cushion over Jones.

Palmer crossed the line for his eighth win of the year, followed by Jones and Stephenson, who held off the advances of Willoh.

Willoh finished fourth, followed by Protel/O'Neal/PJ1's Jim Neese, who started eighth. Wilson finished sixth again after missing most of the series so far, and Antunez faded to seventh after a much-improved start.

"I got by Denny early and tried to check out," Palmer said of the win. "I was pinning it during the middle of the race so I could relax towards the end."

Jones was happy with second and said: "Cliff Palmer beat me. I'm not too upset!" **CN**

Baltimore Arena
Baltimore, Maryland
Results: January 22-23, 1999
(Rounds 17 and 18 of 34)

Friday

125 PRO (15 riders, 16 laps): 1. Buddy Antunez (Suz); 2. Greg Rand (Kaw); 3. Jeromy Buehl (Hon); 4. Cliff Palmer (Kaw); 5. Tom Hofmaster (Suz); 6. Ty Wallace (Yam); 7. Denny Stephenson (Hon); 8. Tom Welch (Suz); 9. Mike Jones (Kaw); 10. Jason Conlon (Hon); 11. Jimmy Wilson (Yam); 12. Jim Neese (Yam); 13. Chad Pederson (Suz); 14. Jim Chester (Suz); 15. Jeff Willoh (Hon).

250 PRO (15 riders, 20 laps): 1. Buddy Antunez (Suz); 2. Jeff Willoh (Hon); 3. Cliff Palmer (Kaw); 4. Denny Stephenson (Hon); 5. Chad Pederson (Suz); 6. Ty Wallace (Yam); 7. Jeromy Buehl (Hon); 8. Jimmy Wilson (Yam); 9. Mike Jones (Kaw); 10. Jim Neese (Yam); 11. Tom Hofmaster (Suz); 12. Jim Chester (Suz); 13. Jason Conlon (Hon); 14. Greg Rand (Kaw); 15. Tom Welch (Suz).

DFC: 1. Jeff Willoh (Hon); 2. Mike Jones (Kaw); 3. Denny Stephenson (Hon); 4. Buddy Antunez (Suz).

JUMP-OFF: 1. Jeff Willoh (Hon); 2. Mike Jones (Kaw); 3. Tom Hofmaster (Suz).

Saturday

125 PRO (15 riders, 16 laps): 1. Jeff Willoh (Hon); 2. Cliff Palmer (Kaw); 3. Mike Jones (Kaw); 4. Jeromy Buehl (Hon); 5. Greg Rand (Kaw); 6. Jimmy Wilson (Yam); 7. Buddy Antunez (Suz); 8. Ty Wallace (Yam); 9. Tom Hofmaster (Suz); 10. Denny Stephenson (Hon); 11. Jason Conlon (Hon); 12. Tom Welch (Suz); 13. Jim Chester (Suz); 14. Jim Neese (Yam); 15. Ronnie Miller (Yam).

250 PRO (15 riders, 20 laps): 1. Cliff Palmer (Kaw); 2. Mike Jones (Kaw); 3. Denny Stephenson (Hon); 4. Jeff Willoh (Hon); 5. Jim Neese (Yam); 6. Jimmy Wilson (Yam); 7. Buddy Antunez (Suz); 8. Jim Chester (Suz); 9. Jeromy Buehl (Hon); 10. Ty Wallace (Yam); 11. Jason Conlon (Hon); 12. Tom Hofmaster (Suz); 13. Ronnie Miller (Yam); 14. Greg Rand (Kaw); 15. Tom Welch (Suz).

DFC: 1. Denny Stephenson (Hon); 2. Jeromy Buehl (Hon); 3. Buddy Antunez (Suz); 4. Cliff Palmer (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw); 2. Jeff Willoh (Hon); 3. Greg Rand (Kaw).

AMA/PJ1 NATIONAL ARENACROSS SERIES POINT STANDINGS (After 18 of 34 rounds): 1. Cliff Palmer (564/8 wins); 2. Buddy Antunez (540/6); 3. Jeff Willoh (521/9); 4. Jeromy Buehl (483/2); 5. Denny Stephenson (457/1); 6. Greg Rand (394/1); 7. Chad Pederson (351/4); 8. Ty Wallace (344); 9. Tom Hofmaster (304); 10. Jim Chester (301); 11. Mike Jones (160/1); 12. (TIE) Heath Voss/Brad Woolsey (124); 14. Charley Bogard (114); 15. Tom Welch (105); 16. Jeff Gibson (100/2); 17. Jim Neese (73); 18. Barry Carsten (75); 19. Brian Swink (64); 20. Keith Johnson (60).

Upcoming Rounds:
Rounds 19-20 - Niagara Falls, New York, January 29-30
Rounds 21-22 - Winston-Salem, North Carolina, February 5-6

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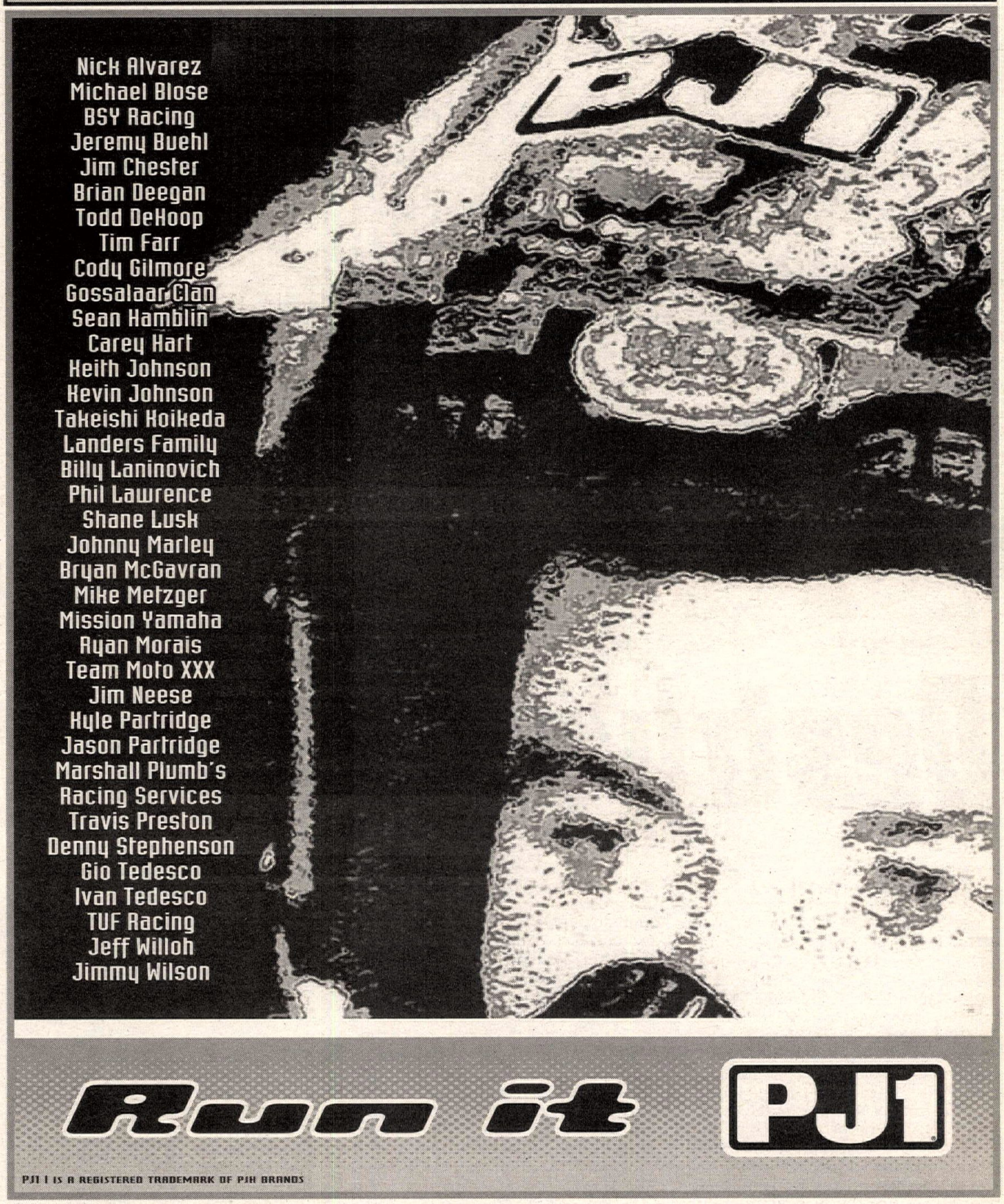

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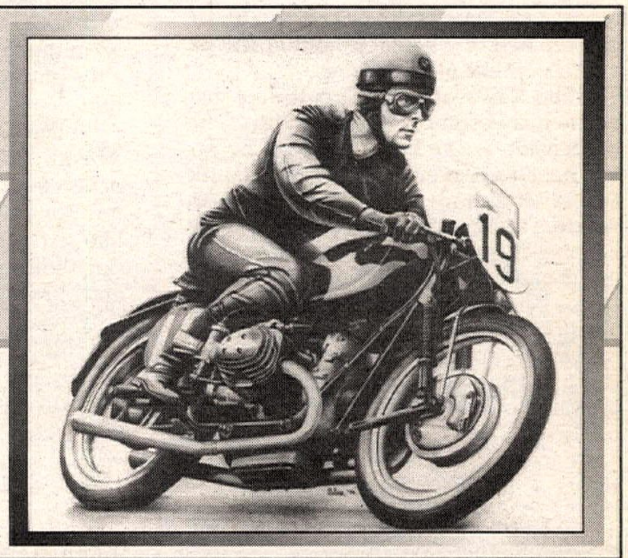

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Round 1: Lucerne Valley

AMA NATIONAL HARE & HOUND CHAMPIONSHIP SERIES

Destry's dusty debut

By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, JAN. 24

It was the start of a new season of racing, and the only thing that looked even vaguely similar to last year's National Hare and Hound Championship Series was the dust.

The changes were plentiful. Die-hard Kawasaki pilot Paul Krause was sporting a four-stroke Yamaha. Johnny Campbell had his four-stroke Honda near the front of the pack on the bomb run. Greg Zitterkopf was back in the pack aboard a Kawasaki KX500, and defending champion and hot favorite Ty Davis was last off the line and had dropped out of the race completely before he was halfway around the first loop. And Kawasaki's Destry Abbott had the first of what he is hoping will be a series of first-place finishes.

"The Kawasaki Pro Circuit bike just worked awesome," Abbott said. "The suspension we've been testing is by far the best I've ever ridden and I think that's what made it possible for me to win this thing. I just felt real comfortable keeping it open. I think I've got a really good chance in the series this year. I think I have one of the best chances, actually. It's my second year on a Kawasaki, and the bikes are just working great now, and I'm really looking forward to this year. I feel like I can do really well."

Warm, sunny weather greeted the racers as they lined up for the start of the 32nd annual Winter Classic, held just north of Soggy Dry Lake. Desert MC had laid out two loops, and club officials were predicting a challenging morning for some of the less-experienced riders.

"The second loop is very demanding," said Desert MC's Ed Farrell. "It's 38.3 miles long, very gasoline-absorbent and does a lot of winding up and around in the hills. It will be kind of interesting for inexperienced riders, but it's all ridable and I don't want to hear any complaining. I'm 67 and I've been around it four times."

Jeff Capt got the start of a lifetime when the banner dropped just after 9:30 a.m., and he had his KX500 out in front by more than 20 bike lengths when the wide-open bomb run transitioned into the single-track of the ribboned trail. Matt Murphy took up station behind him and KTM-mounted Nick Pearson and Honda's Johnny Campbell were close behind. KX500-mounted Dave Ondas, Yamaha-mounted Paul Krause and KX250 racer Oakley Lehman were all in the hunt, and Abbott was comfortably placed just a little out of the top five.

"I had a good line on the bomb," said Abbott. "I was probably second or third or something off the start, and then I got into some rough stuff and I went back to like sixth or seventh. It was really dusty out there, so I just tried to ride smart and slowly, just picking people off."

Davis would have been thrilled with anything that even vaguely resembled "smart and slow."

"Something was going on with my bike before the race, but I didn't know what it was," said the two-time National Hare and Hound Champion. "I found out why later on - the motor was about ready to let go."

The first sign of trouble was hard-starting on the morning of the race.

"It acted funny; sometimes it would start first kick, and sometimes it wouldn't," Davis explained. "When the banner dropped, it wouldn't go anywhere. I was dead last off the line. I finally got it going and worked my way up to 10th about 15 miles out; then a rod broke. It was my fault. I ran it too long. It had 1000 race miles on it, but my new race motors aren't ready yet and it was the best thing I had to run. It was just one of those things, but I'm not worried about the series. I can still do it."

"Slow-startitis" also struck Brian Brown, who needed two kicks to get his KX500 up and running, and Lehman, whose KX250 needed a similar double kick. Krause's start was just as dismal.

"You know what - that's the one part of the race we shouldn't really talk about," said Krause. "I screwed up and it took me two kicks to get it started. I ate a lot of dust before I finally got myself situated and got up to the smoke bomb."

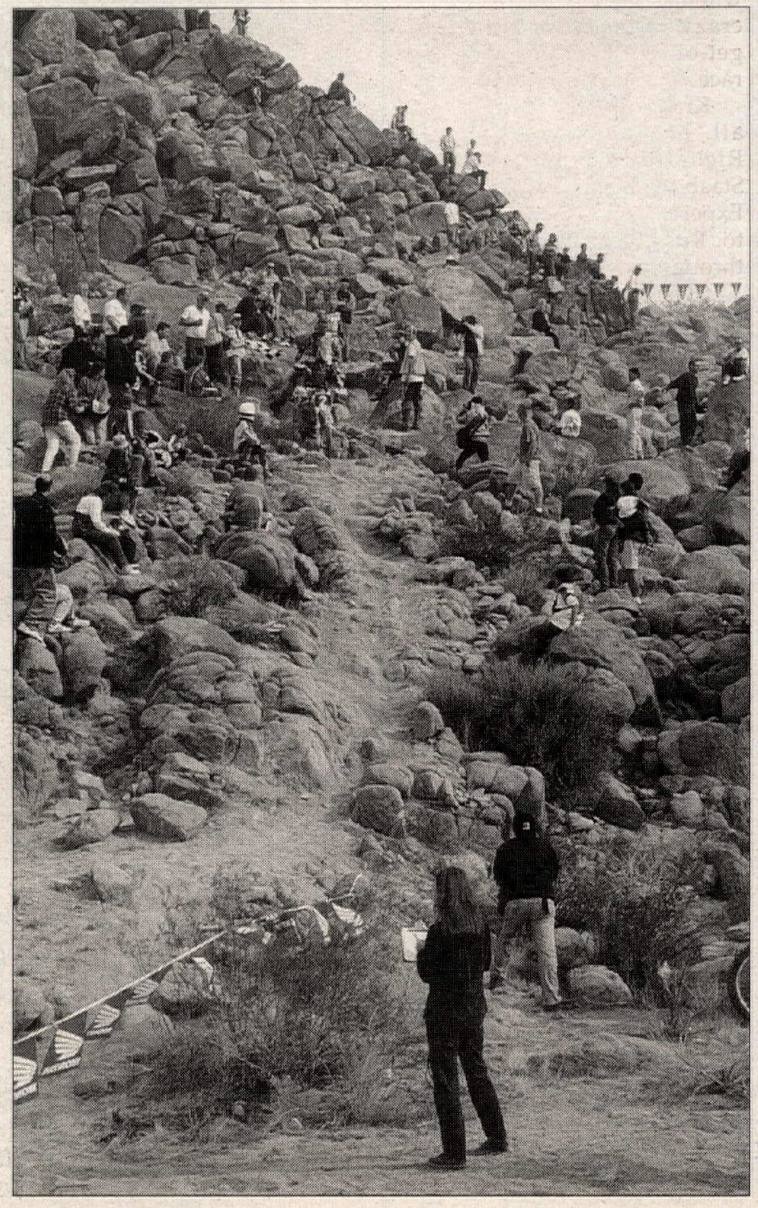
But even getting off the line in a timely manner did not guarantee success, as Tommy Roberts found out not far into the 40-mile first loop.

"I had to stop because the bike wouldn't run," said Roberts. "I've got a bunch of hair in the carb. I don't know how it got there. I don't have a dog."

Steve Hengeveld *did* have a dog - a quarter-liter bike on a course custom-made for larger-displacement machines.

"I got a good banner-drop but then the 500s just pulled all the way," Hengeveld said. "It was just so long that a 250 couldn't really hold off a 500, so they ended up passing me, so I was in the dust. The first loop didn't go as well as I anticipated, because I got stuck back and, by the time I passed a couple of guys, it was just too late to catch back up to the leaders."

Capt had a firm grip on the lead as the course made a large counterclock-



(Above) Defending series champion Ty Davis (1) is still kicking as the rest of the field takes off on the bomb run in the opening round of the AMA National Hare & Hound Series in Lucerne Valley. (Right) Destry Abbott takes his KX500 to victory in the series opener, topping the rest of the field by over two minutes.

wise loop to the northwest, and Campbell had elbowed his way up to second.

"I got about the best start I ever got in a Hare and Hound - I was third to the bomb, and I felt pretty strong all the way around the first loop," said Campbell. "I was running in Capt's dust the whole time."

A little further back, the positions were flip-flopping so fast it was impossible to tell who had the edge in the battle for early points.

"It was just really fast and the 500s kept blowing by me in the valleys," said YZ250-mounted Book. "Brian Brown and Dave Ondas and those guys just went by me in the valleys. It was kind of like, 'See ya.' My bike just wasn't fast enough. At some of these races, the 250 is good, but at Lucerne they make it to where, at some races, a 250's not so good, and this just happened to be one of them. I kind of took my lickin's today."

Capt had 30 seconds on the competition as he led the charge into pit row. Campbell thundered through in second and Nick Pearson was another half-minute back in third overall. Zitterkopf brought his KX500 into pit row in fourth, just ahead of Ondas, who lost three places before he was ready to head out onto loop two.

"I was going good but I lost the pivot bolt on my swingarm," Ondas said. "The pivot bolt just came out, so I fixed it in the pits before I took off again."

Abbott, Book, Brown, CR500-mounted Todd Hoy and Abe Baumann rounded out the top 10.

"It was fun, but it was real dusty," said Baumann, who was running second Vet behind the high-flying Capt. "I almost got the holeshot - I was right up there, but I'm coming off an injury. I punctured my lung not too long ago, so I figured I'd just take it easy, and when somebody passed me, I didn't go crazy in the dust. No close calls, no get-offs or anything, just a good safe race."

Krause cleared pit row in 11th overall, just ahead of Vet Expert Dan Richardson, Yamaha-mounted Tim Staab (who was leading the Four-Stroke Experts) and KX500 racer Shane Esposito. Russ Pearson brought his KTM 250 through in 15th.

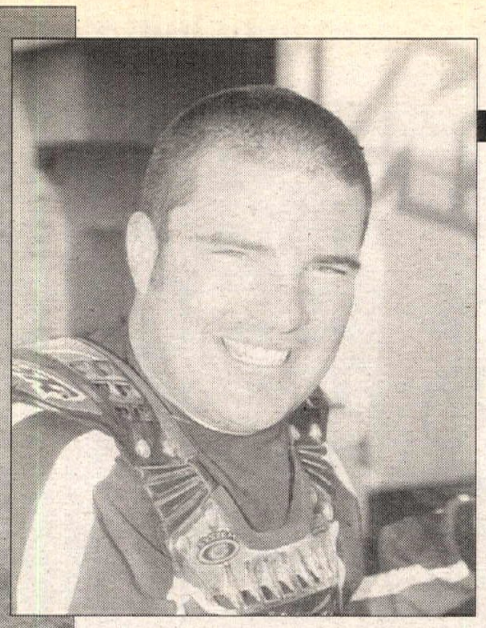
"The first loop I didn't really care for," Pearson said. "It was just dusty, and in the valleys and stuff, I really struggled. I tried to get off the course, but it seemed like every time I got off, people would pass me. I'd hop back in and it was just so dusty. I didn't really make much time the first loop."

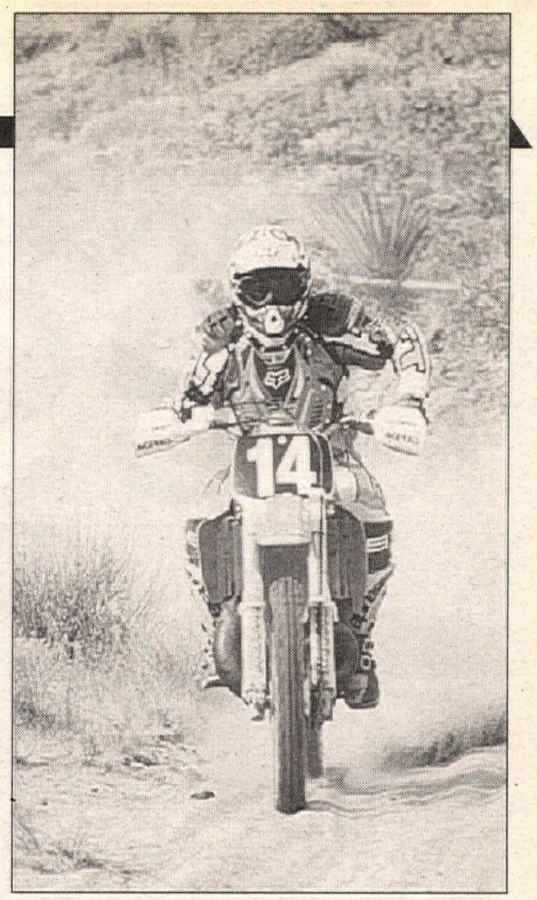
The second loop headed out to the northeast, making a clockwise circuit that touched the boundaries of the marine base on the easterly edge of the riding area and headed back to the finish via Victor Pass. The rocky terrain was a far cry from the sand washes of loop one.

"The first loop was pretty basic, but then the second loop went into a-little-tighter trails and more National-caliber stuff, like real rocky," said Dana Van Stee, who had a comfortable lead in the 125cc Expert division despite choosing a bad line on the bomb run. "I thought it was a pretty good course. I kind of had a bum trail and the dust blew right into my way. I had to pick people off all the way through the first loop, and even through the second loop I was just way back."

Along with the tight terrain came some tight racing.

"Going out on the second loop, Dan Richardson went to pass me going across the valley," said Baumann. "It was a fast valley and I was thinking, 'Man, I'm going as fast as I want to go but I can't let him pass me,' so I just kept it pinned and we traded back and forth through that valley, in fifth gear wide open, just all through the bushes. I edged him out at the end of the valley and he just stayed on my rear all the way around the second loop. We had some good racing going on."





(Left) Honda's Johnny Campbell storms through the dust en route to third overall.
(Above) Dave Ondas was all smiles after finishing fourth overall on his Kawasaki.
(Right) Jeff Capt captured the Vet Expert-class win and fifth overall.

Every now and then, the racing would get just a little too tight.

"I tried to get by Richardson, and he kind of swapped and hit me and I crashed," said Lehman.

Hoy had a similar problem when he tried to dodge past Baumann.

"I went for a pass and he swapped right in front of me," Hoy said. "We crashed into each other and fell, but it wasn't bad, and then one of the Pearson brothers - I don't know if it was Nick or Russ - we almost crashed into each other right at the end. It got a little hairy."

Out in front, holding on to the lead was also getting a little hairy. Abbott had been making steady progress up from sixth at the pit and was soon challenging the front-runners for a shot at the number-one spot.

"It was really dusty and there wasn't much of a breeze, so it was kind of hard," Abbott said. "I was trying to find different lines. I passed Campbell and Capt maybe halfway through the second loop and I didn't see any dust in front of me after that. Nobody told me what place I was in, so I wasn't sure if the first guys were way ahead of me. I didn't know I had the lead."

A determined ride by Brown had him rising like a rocket from eighth at the halfway point.

"I had a two-kick start and everybody was gone," Brown said. "I had a bad first loop and then I saw, I guess it would've been Ondas in the pits, and that pumped me. Then Book got around me and that kind of upset me, so I picked it up and got around them all. I tried to get up to Abbott, but I went down a couple of times when I caught up."

The hard-charging KX500 racers relegated Capt to third overall, and Campbell and Ondas arrived to add insult to injury just before the checkered flag appeared.

"I just kept working my way up and finally I dove underneath Capt in a corner about two miles back," said Campbell.

When the checkers finally fell after 78 miles and just over two hours of racing, Abbott had taken the win for Kawasaki's Team Green by 2 ½ minutes.

"The rocky sections were awesome," Abbott said. "The second section, coming in this last five miles, everybody was cheering me on and I was staying motivated. It was really good. My bike is working really well, but I've got to say that the main reason I won today is that my daughter wrote me a good-luck note - an 'I love you' note - and I carried it with me. It's in my fanny pack. Last week was my daughter's birthday and my son's birthday, so I'm glad to win it for them."

Brown completed his dash around the course in second overall, Campbell's XR628 Honda thundered home in third, and Ondas made it four Open Experts in a row when he brought his KX500 across the finish line to capture fourth overall.

Capt finished hard on Ondas' heels to take fifth in the overall results and first in the Vet class.

"The bike worked great and everything was perfect," Capt said. "I just slowed down at the end. I got a little bit tired. Ondas and Campbell were right behind me and in the last quarter-mile I made a little bobble and they both got by me, but I'm happy. I won the Vet class, and that's what I came out to do."

Book's YZ250 took 250cc Expert honors in sixth overall.

"I fell on a road crossing once," Book said. "I was kind of wringing the crap out of the 250, just trying to keep up with the 500s out across the valleys, and it just got me. Sometimes it happens, but I still finished fine. I feel really positive about the series. Last year I didn't even get any points here at this race - in the first two races, I didn't collect any points and I still got third overall, first 250. I won the 250 class today, so that's pretty good, and I'm pretty positive about the rest of the series."

Krause, who finished seventh overall on his new Yamaha, was also positive about the series.

"Just like everybody, I think I'm going to win," Krause said. "I wouldn't be racing if I was just trying for second place. I think if I can get used to the bike and start getting some good starts, I have a good chance to win some races and possibly get a title. The only problem I had was the dust. The wind didn't blow enough and it just took so long to get by everybody. I kept losing time on the leaders, but the bike worked great and the course was fun and pretty well-marked. It was a good day of racing."

Eighth overall went to Open Expert Hoy, who, like many of the racers, described the Desert MC course as truly National-caliber.

"The course was good - definitely National quality in the last loop," said Hoy. "The first loop was real fast, and unfortunately my suspension's not set up quite correct, so it kind of beat me to death, but other than that I feel pretty good."

Lehman survived what he has always considered to be the worst race of his year to capture second 250cc Expert and ninth overall, and Russ Pearson finished 10th aboard a KTM250. Baumann took second Vet in 11th overall and fellow Over 30 racer Dan Richardson, who recently inked a Team Green deal, finished hard on his heels in 12th.

Tim Staab topped the Four-Stroke Experts in 13th overall aboard a Yamaha YZ400F.

"It was super, super-dusty," Staab said. "The first loop was junk, just rocks and whoops - it wasn't any fun. The last part was fun, though - the last 10 miles. I'd like to finish top 10 in points and win the Four-Stroke championship. That's my goal. I just need to get some more motor work done to this thing. It's brand-new. It's my first race and it's pretty much stock."

Steve Hengeveld was the next racer to cross the finish line, and Open Expert Shane Esposito, KTM250-mounted Brian Garrahan and Vet Expert Ed McCoy were close behind. Taber Murphy took second in the Four-Stroke division in 20th overall, and Van Stee took a wire-to-wire win in the 125cc division in 23rd. **CN**

Lucerne Valley
Lucerne Valley, California
Results: January 24, 1999 (Round 1 of 7)

O/A: 1. Destry Abbott (Kaw); 2. Brian Brown (Kaw); 3. Johnny Campbell (Hon); 4. Dave Ondas (Kaw); 5. Jeff Capt (Kaw); 6. Donnie Book (Yam); 7. Paul Krause (Yam); 8. Todd Hoy (Hon); 9. Oakley Lehman (Kaw); 10. Russ Pearson (KTM); 11. Abe Baumann (Kaw); 12. Dan Richardson (Kaw); 13. Tim Staab (Yam); 14. Steve Hengeveld (Kaw); 15. Shane Esposito (Kaw); 16. Brian Garrahan (KTM); 17. Ed McCoy (Hon); 18. Matt Murphy; 19. Nick Pearson (KTM); 20. Taber Murphy (Hon); 21. James Summers (Kaw); 22. Garth Sweetland; 23. Dana Van Stee (Kaw); 24. Jonah Street (Hon); 25. Paul Shaffer; 26. Erik Griffith; 27. Charlie Powell; 28. Lon Grand; 29. Gary Lacharite; 30. Brian Nevestich.

OPEN EX: 1. Destry Abbott (Kaw); 2. Brian Brown (Kaw); 3. Johnny Campbell (Hon).

250 EX: 1. Donnie Book (Yam); 2. Oakley Lehman (Kaw); 3. Russ Pearson (KTM).

VET EX: 1. Jeff Capt (Kaw); 2. Abe Baumann (Kaw); 3. Dan Richardson (Kaw).

4-STRK EX: 1. Tim Staab (Yam); 2. Taber Murphy (Hon); 3. Lon Grand.

125 EX: 1. Dana Van Stee (Kaw); 2. Kurt Caselli (Kaw).

SR EX: 1. Charlie Barney; 2. Steve Fry.

Upcoming Rounds:
Round 2 - Lucerne Valley, California, March 14
Round 3 - Murphy, Idaho, March 27

The best you'll never see

By Scott Rousseau

If it is true that proper execution can turn a good idea into a great idea, then it also must be true that a great idea can be *executed* by its...umm...execution.

To wit: Anticipation was high as a group of journalists from both the mainstream motorcycling press and the myriad of H-D enthusiast publications was invited by Harley-Davidson to the House of Blues on Hollywood's Sunset Strip for the unveiling of two new midyear releases - but not just any ol' Hogs, you understand.

The story goes something like this: Harley-Davidson recently freed up some assembly-line space in its York, Pennsylvania, assembly plant, the open line coming as a result of the discontinuation of Harley's Rotax-powered military motorcycle. The space being too small to efficiently create another mass-production line, The Motor Company elected to enter into a special project whereby highly customized, limited-quantity Big Twins would be created in this open assembly space, dubbed "Custom Vehicle Operations." The motorcycles that you see here are the first fruits of that experiment. Dubbed the FXR_2 and FXR_3, these specials do indeed signal the return of the five-years-departed FXR chassis, which has since achieved cult status among Harley purists, cops and customizers alike.

According to Harley officials, approval for the FXR_2 and FXR_3 was received on August 15, with the first examples being readied by December 7 - just in time for the Harley-Davidson dealers meeting. This accelerated direction was overseen by a core group of eight employees, known on the inside as "Team Hammer," some of them former and current FXR owners, guided by design gods Willie G. Davidson and Lou Netz of the Harley-Davidson Product Development Center. Both models quickly took shape - thanks in part to a generous use of Harley-Davidson aftermarket parts and accessories. Final assembly of the machines at York was handled by two-man teams, who followed the motorcycles down the CVO line from start to finish.

The cornerstone of the new machines is pure Harley heritage, mating the lamented FXR chassis - what with its three-point rubber mounting - to the imperishable 80-cubic-inch Evolution (sorry folks, no Twin Cam 88 FXRs here). Both motorcycles utilize current Harley-Davidson technology, incorporating modern updates such as new wiring harnesses, a nine-plate clutch and Harley's patented five-bolt derby cover.

The FXR_2 is delivered from the factory with a 21-inch front wheel - à la FXLR - and Harley-Davidson's distinctive chrome-cast, slotted rear wheel. Beyond the basics, the marriage of both motorcycles to the H-D Genuine P&A catalog is quite evident: No fewer than 35 accessories abound on the FXR_2, including chrome-plated fork sliders on the machine's 39mm Showa units, Profile rear shock absorbers, a chrome swingarm and a Badlander custom seat. Also exclusive to the FXR_2 are a pair of factory candy paint hues: Arresting Red and Stone Cold Blue. Suggested retail price has been set at $16,995.

The FXR_3 is every bit the factory custom that the FXR_2 is, and more. Chief among the attention-grabbing styling cues on the bike are its 1980 Wide Glide reissue flamed paint scheme and the ne'er-before-released ThunderStar custom wheels with matching five-spoke floating rotors. All told, there are some 43 custom accessories that come standard on the FXR_3; most noticeable among them are a full complement of braided-stainless-steel cables and hoses. Available colors are Bright and Dark Candy Blue or two-tone Candy Emerald Green. The FXR_3 carries a suggested retail price of $17,995.

By now, any Harley-Davidson FXR loyalist or Harley collector is probably throwing on his boots for the ride down to the local Harley dealer to place an order. Well, sit down, because here comes the rub. Are you ready? Keep in mind that these motorcycles are limited - and we mean *limited* - editions. Harley-Davidson plans to produce only 900 copies of the FXR_2 and an equal amount of the FXR_3. According to Harley-Davidson officials, that equates to about one machine per dealer, which raises the question: Will anyone ever see an FXR_2 or an FXR_3 get past the showroom doors and onto the street? Our guess is, it ain't likely. And if one does, will it have gotten there as a result of it being sold with strict adherence to the sticker price? Forget it.

So if Harley-Davidson determines that its experiment to produce a profitable, limited-build, high-end custom motorcycle is a success (is there any doubt?), then what we have here is the dawn of a new era in custom motorcycles from Milwaukee, starting with the FXR_2 and FXR_3. They will have displaced the longstanding Wide Glide from its perch as Harley's "factory custom." They might even strike a blow to the melting pot of H-D knockoff companies who specialize in limited-build, high-end custom motorcycles but have neither the dealer network, the warranty nor the God-given credibility of America's oldest surviving motorcycle company.

Any one of these reasons may just be

Factory FXR customs: The Harley-Davidson FXR_3 (top) and FXR_2 (left) are the first two models to leave the company's new Custom Vehicle Operations assembly line in York, Pennsylvania, offering customers a new style of high-end, limited-quantity, factory-built Hog. Only 900 units of each model will be produced. (Above) Cult classic: The FXR chassis is back, with a host of genuine Harley accessories. The frame spawned a series of H-D models from 1982-94.

enough to make the Harley-Davidson FXR_2 and FXR_3 go down in history as two of the best Harley-Davidsons - and certainly the best FXRs - that you'll never see.

OTHER H-D NEWS

Several other noteworthy announcements have been made by Harley-Davidson with regard to its ongoing attempts to improve customer relations and seek out new sales opportunities.

First, Harley-Davidson has announced that the Dyna version of Harley's latest engine incarnation, Twin Cam 88, will be available for sale through the Harley-Davidson Genuine Motor Parts catalog. The 1450cc Twin Cam 88s will be available in two versions on a limited basis for 1999: a silver-and-polished version, and a black-and-chrome version. The silver-and-polished engine carries a suggested retail price of $3495, with the black-and-chrome version ringing in at $4495. The engines come sans transmission, carburetor, manifold or timing cover. Transmissions are available in matching finishes for $1569. See your local authorized Harley-Davidson dealer for more details.

Similarly, Harley-Davidson has been involved in a successful pilot program for the past six months, offering factory-remanufactured Evolution engines to its U.S. dealer network. That program is now official, meaning that any genuine Harley-Davidson Evolution owner can have his engine sent back to the factory for a complete teardown, inspection, overhaul and upgrade to current stock Evolution specifications and cosmetics, thus allowing the owner to obtain a factory-certified remanufactured engine complete with a 12-month warranty. Turnaround time is approximately 14 days. Prices for the program have been established at $1995 for the silver-and-polished Evos. The price for black-and-chrome Evos is $2295. Harley officials say that highly modified engines may be ineligible for the program. The current Evolution engine sales program through the Genuine Motor Parts catalog is still in effect. See your local authorized Harley-Davidson dealer for details.

Harley-Davidson has issued a voluntary recall of all Twin Cam 88 engines produced before September 27, 1998 - approximately 14,000 engines. Officials say that the problem is a simple fix. Engines are being recalled due to a problem with the OE rear cam bolt and washer and the crank bolt. Harley owners who are affected by the recall can bring their motorcycle to their local authorized Harley-Davidson dealer and have the bolts and washers replaced with upgraded, shouldered bolts and textured washers, which will also be torqued to new factory specifications and held in place with a new thread-locking agent.

Finally, Harley-Davidson is attempting to bring a world record to the United States. According to the record-keeping folks at Guinness, the record for the longest wintertime motorcycle ride is 1450 miles, currently held by Harley-Davidson of France employee Francois Carillion. On Friday, January 29, Harley-Davidson Motor Company employee Dennis Schaefer will leave Milwaukee, Wisconsin, and attempt to complete a round trip to and from Mount Rushmore, South Dakota, in time to catch the Super Bowl on Sunday, January 31. If he is successful, Schaefer will have completed a trip of 1800-1900 miles - more than enough for a new world record. CN

YAMAHA

Anaheim Supercross · February 6, 1999

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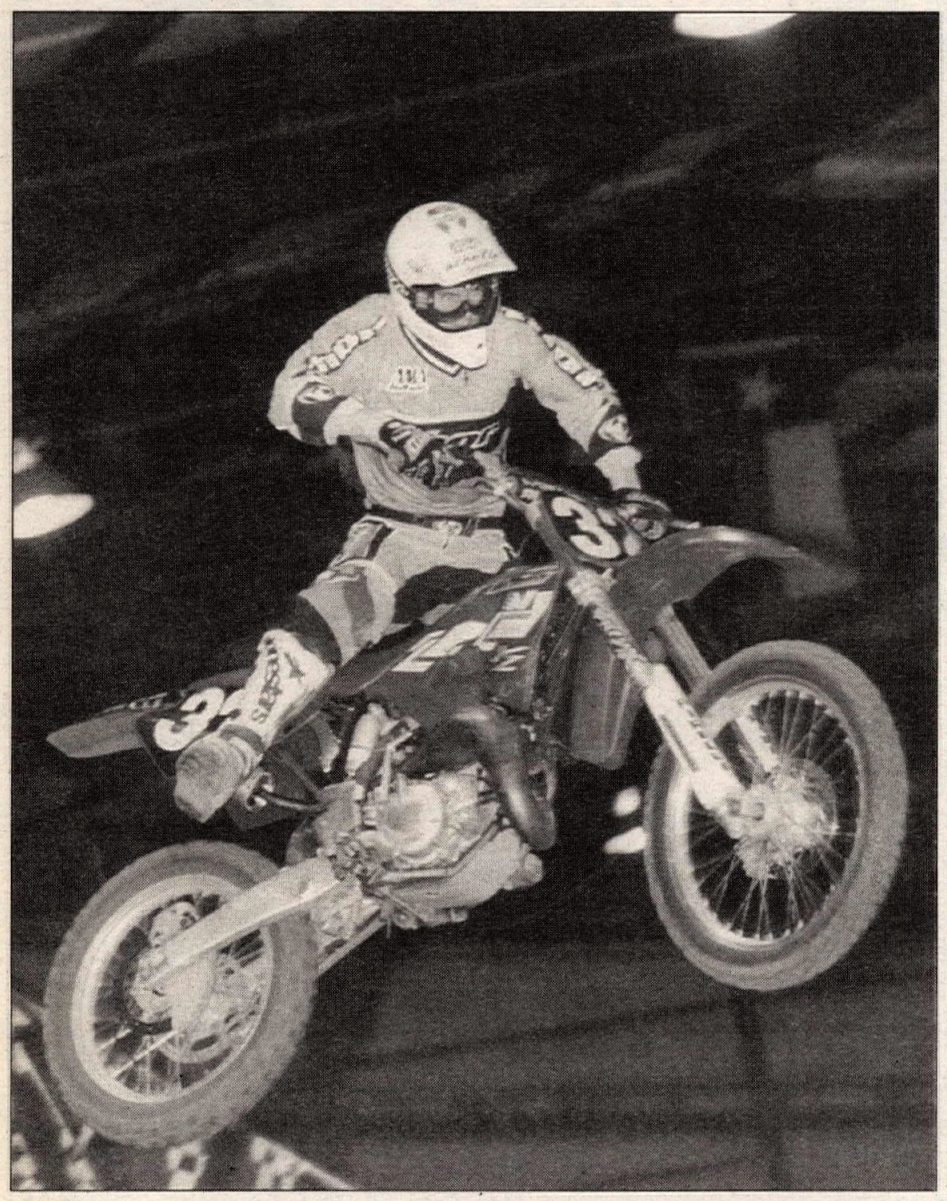
Woodland Hills	Kolbe Cycle Sales	22123 Ventura Blvd	(818) 348-7865

AMA Checkered Flag Productions Arenacross Series, Round 4

Demuth demolishes Wichita Falls Arenacross



Josh Demuth skied over the competition in Texas, winning the 125cc and 250cc Pro races on Friday and Saturday nights.

By Craig Cole

WICHITA FALLS, TX, JAN. 15-17

Yamaha-mounted Josh Demuth mastered the track and his competition at the fourth round of the AMA Checkered Flag Productions Arenacross Series, held at the J.S. Bridwell Ag Center in Wichita Falls, Texas. Demuth won Friday's and Saturday's main events and also topped the jump-off contest both nights. To the relief of the other riders, Demuth missed Sunday's action due to other commitments. Joey Pratt stepped up and won both races, giving Yamaha a clean sweep for the weekend.

The series returned to its home base, Texas, after making stops in Fayetteville, North Carolina, and Salt Lake City, Utah.

The series was welcomed home by sold-out crowds Friday and Saturday and a nearly packed house on Sunday. The rowdy Wichita Falls fans were rewarded for their support of arenacross with some great racing.

Adam Carroll put his Kawasaki in front at the start of Saturday's main event, but he would not enjoy the lead for long, as Demuth immediately applied pressure and took the point two turns into the first lap. Carroll and Pratt had the crowd on its feet as they ran bar to bar, fighting for the second spot. Pratt made the pass in the final turn, but Carroll put him back to third in the same spot where Demuth had passed him the previous lap.

Demuth, meanwhile, was continuing to stretch his lead. The only time the other riders would see him was when he was lapping them.

Carroll and Pratt continued their battle for second through the third lap. In the last turn, Carroll took the inside line and was unable to carry enough speed to clear the triple, leaving the door open for Pratt, who jumped his way into second. Pratt began pulling away from Carroll and the rest of the field, but he was unable to cut into Demuth's already huge lead.

As the front three started to spread out, the fight for positions behind them started to heat up. The Kawasaki of Adam Zarda and Earl Kephart's Honda were locked in a duel for fourth, while Suzuki-mounted Wes Hale and Honda jockey Michael Peacock fought over sixth. Kephart wound up crashing and had to settle for an eighth-place finish.

As the race went on, the battle for the third spot became a four-man race. Zarda, Hale and Peacock closed the gap on Carroll, with Zarda eventually getting to his rear tire, but Carroll was able to counter every move Zarda made and hold on to the final podium position. Hale kept Peacock behind him and finished fifth.

Pratt grabbed the holeshot in the 250cc race, with Demuth in second and Yamaha pilot Levi Ballog in third. Pratt led the entire lap, with Demuth's four-stroke hounding him the whole way.

Pratt continued up front, but Demuth was able to get beside him in the whoop section and appeared ready to take over the lead going into the final turn of lap two, but his rear tire lost traction and he started to spin out. Demuth did a complete doughnut around a hay bale, but he was able to quickly rejoin the race in fifth. By the end of lap three, Demuth caught Kephart, who was running fourth, and quickly took over the position.

Demuth then set his sights on Hale and, to the crowd's approval, passed him over the triple. Demuth used the next lap to catch second-placed Ballog, but he was unable to make the move until the two got back into the infield section on the following lap. Going into lap nine, there was still a lot of track between Pratt and Demuth.

During the ninth lap, Pratt was momentarily held up in the infield when another rider went down in front of him. This may have been the race's deciding factor, as it let Demuth close what was once a substantial lead down to just a few bike lengths.

On the final lap, Pratt still held on to the lead, but he knew Demuth was right behind, as he took a look over his shoulder going over the first step-up jump in the infield. Demuth moved right up behind him and the two went over the tabletop and into the rockers side by side. Demuth blasted by in the whoops and led for the first time just as flagman David Clark was reaching for the checkered flag. Demuth took the win, with Pratt right behind him. Ballog held on to third, with Hale and Kephart rounding out the top five.

Peacock had the holeshot in Sunday's 125cc main, with Kephart, Carroll and Shay Manly giving chase, but his lead was short-lived, as he ended up crashing after the triple, handing the lead to Kephart. Carroll, Manly and Pratt also got by the downed Peacock before he was able to get back in the race.

Pratt moved up to third after passing Manly and set out after Carroll and Kephart, who had put some distance between themselves and third place. By the end of lap one, Pratt had caught Carroll and chased him through the infield going over the tabletop side by side. Pratt was able to get by Carroll in the whoops, and then he set out after Kephart, who had moved even further ahead while the two were going at it.

Peacock, meanwhile, had recovered from his first-lap crash and had moved up to fourth by the end of lap two.

By lap four, Pratt had caught Kephart and was starting to pressure him for the lead. Peacock was catching up to Carroll, and he got up beside him going into the whoops. The two went through the next two turns together before Peacock was able to pick the third spot.

On lap five, Pratt and Kephart went through the infield bar to bar, with Pratt finally taking the lead over the tabletop. Pratt continued to pull away and took the checkers well ahead of Kephart, who was running by himself. Peacock, Carroll and Manly followed.

Unfortunately for the rest of the field, Pratt took the holeshot in the final race of the weekend, the 250cc main. He would spend the rest of the race increasing his lead with each lap. Several times he completely cleared the tabletop, landing well past the downhill side.

Peacock, Kephart, Carroll and Todd Clayborn followed Pratt at the start and ended up finishing in the same order. Only two passes were completed during the race: once when Clayborn got by Carroll, and again when Carroll immediately took the fourth spot back. On the following lap, Clayborn stalled his bike and Carroll was gone.

Pratt finished the race about half a lap ahead of Peacock. Kephart, Carroll and Clayborn followed in single file. CN

J.S. Bridwell Ag Center
Wichita Falls, Texas
Results: January 15-17, 1999 (Round 4)

Friday

125 PRO: Josh Demuth (Yam); 2. Earl Kephart (Hon); 3. Adam Zarda (Kaw); 4. Joey Pratt (Yam); 5. Michael Peacock (Hon).

250 PRO: 1. Josh Demuth (Yam); 2. Joey Pratt (Yam); 3. Earl Kephart (Hon); 4. Adam Zarda (Kaw); 5. Michael Peacock (Hon).

Saturday

125 PRO: 1. Josh Demuth (Yam); 2. Earl Kephart (Hon); 3. Adam Carroll (Kaw); 4. Adam Zarda (Kaw); 5. Wes Hale (Suz).

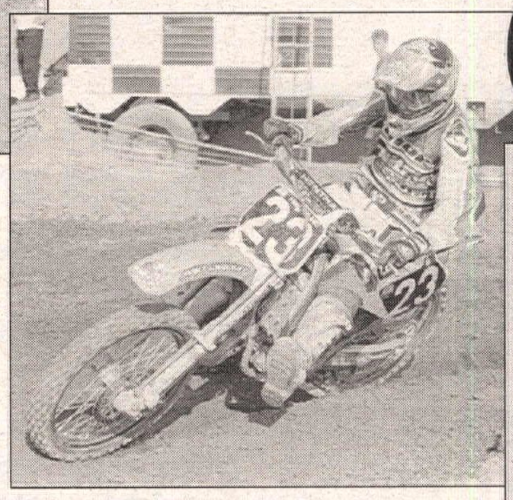
250 PRO: 1. Josh Demuth (Yam); 2. Joey Pratt (Yam); 3. Levi Ballog (Yam); 4. Wes Hale (Suz); 5. Earl Kephart (Hon).

Sunday

125 PRO: 1. Joey Pratt (Yam); 2. Earl Kephart (Hon); 3. Michael Peacock (Hon); 4. Adam Carroll (Kaw); 5. Shae Manly (Yam).

250 PRO: 1. Joey Pratt (Yam); 2. Michael Peacock (Hon); 3. Earl Kephart (Hon); 4. Adam Carroll (Kaw); 5. Todd Clayborn.

Buckelew slaughters competition



(Left) Shane Bess could not have asked for a better day; he topped the 80cc (14-16) and Supermini classes at the second round of the CMC Golden State Nationals at Competition Park in San Jacinto, California. (Below) After finishing second to Buckelew in the 125cc Pro race, Nick Wey returned and won the 250cc Pro race. (Below right) Yamaha-mounted Justin Buckelew won his first professional race during 125cc Pro action.

By Tony Alessi

SAN JACINTO, CA, JAN. 17

It was a dream come true for Team Yamaha's teenage sensation, Justin Buckelew, who won his first-ever 125cc Pro race during round two of the CMC Sunstar Sprockets Golden State Nationals, held at Competition Park.

"Since I was a Pee Wee racer, I always dreamed of being a Pro racer and winning big races like I did today," Buckelew said.

Buckelew, who recently took up residence in California said, "We moved here from New Mexico for the winter and rented an apartment so we can practice, train and race every week."

This teen's aggressive approach to racing is beginning to pay off, as was evidenced by his double moto victory in today's 125cc Pro competition. Buckelew came out swinging at the start of the first 125cc Pro race and made short work of the competition.

"It was looking pretty yellow up front at the start of the race, so I just tucked in and went for it," said Buckelew.

While Buckelew was carving his way through the small pack of Suzuki riders, Team Green rider Mike Corder was also on the move and was starting to close in on the top five.

Just before the halfway mark, Buckelew reeled in and passed Dunlop-sponsored Doug Parsons for the lead; then he quickly opened up a four-second lead.

Corder, meanwhile, was also making good progress, and he moved inside the top three. Buckelew kept Parsons in check the remainder of the moto for the win, topping Parsons, Corder, Jimmy Varis and Ted Campbell.

The second moto was a slam dunk for Buckelew, who pulled the holeshot and then promptly opened up a 12-second lead over Team SplitFire/Pro Circuit's Nick Wey. Even though Wey made up some time (approximately four seconds) near the end of the moto, he had let Buckelew get too far out in front at the beginning of the race.

For Buckelew, the win was a dream come true, but for the rest of the Pro class it could mean the beginning of their worst nightmare. Finishing behind second-placed Wey were Varis, Parsons and Dan Moore.

Wey, a second-year pro, did some winning of his own, taking the overall win in the 250cc Pro class. Wey battled YZ400-mounted Billy Joe Mercier in moto one. Mercier, who is a grading engineer, worked a 50-hour week before the event and claimed to be a bit rusty.

Even though Mercier did not practice much before the race, he still put up some good resistance and held Wey at bay for many laps before finally giving in near the end of the moto. Wey took the moto win, followed by Mercier, Ted Campbell, Mike Corder and Tim Sharp.

Campbell came out strong in moto two and held on all the way to the finish. Wey started nearly last but worked up to second place, which was enough for the overall victory. Third overall went to Mercier, whose 2-5 finish was what he needed to top Corder's 4-6 and Robert Naughton's 8-3.

Sean Hamblin and Kevin Johnson waged an all-out war in both the Schoolboy and 125cc Intermediate races. Although neither rider cut the other any slack, in the end they were both winners, with Hamblin taking the Schoolboy honors and Johnson hanging tough for the win in the 125cc Intermediate division.

Once again, the mini riders were out in full force, with Team Suzuki's Shane Bess looking the sharpest of the group. Bess, who has been on a riding and training mission since his less-than-perfect showing during the series opener, was untouchable, with wins in both the Supermini and 80cc (14-16) divisions, sweeping all four motos of both classes.

The Pee Wee class was hot like fire after the flaming-orange KTM trio of Bruce Rutherford, Don Kearney and Jake Canada roosted the field in the 50cc (7-8) division.

Action was close in the 50cc (4-6) class, as well, after Blake Baggett came out on top of the moto swap with Nic Paluzzi for the honor of being Pee Wee (4-6) champ.

Glenn Commans was on the gas in the Over 30 Intermediate division, winning both motos of competition over Shock Therapy-sponsored Steve Piattoni and holeshot specialist Chris Radzinski, who was making a comeback after a short break from racing.

Commans found the Over 25 division more challenging: Tim McEntee used a pair of runner-up finishes to score the overall win in front of Scott Mumford (1-3) and Steve Piattoni (5-1). **CN**

Competition Park
San Jacinto, California
Results: January 17, 1999 (Round 2)

50 (4-6): 1. Blake Baggett (Cob); 2. Nic Paluzzi (Cob); 3. Chris Plouffe (KTM); 4. Cody Farrar (KTM); 5. Dylan Pemberton (Cob).

50 (7-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Jake Canada (KTM); 4. Hayden Commans (KTM); 5. Cody Tithof (Cob).

60 (0-8): 1. Cole Seely (Kaw); 2. Travis Christensen (Kaw); 3. Bruce Rutherford (KTM); 4. Bryce Terzian (Kaw); 5. Casey Huntley (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Jesse Bowler (Kaw); 4. Justin Mumford (Kaw); 5. Jeremy Johnson (Kaw).

80 BEG: 1. Kim Kordova (Suz); 2. Michael Schreiber (Hon); 3. Casey Huntley (Kaw); 4. Daniel Roegner (Yam); 5. Austin White (Hon).

80 (7-11): 1. Mike Alessi (Kaw); 2. Jake Weimer (Yam); 3. Justin Workman (Kaw); 4. Ryan Roybal (Hon); 5. Jeff Alessi (Kaw).

80 (12-13): 1. Brandon Layton (Yam); 2. Dayton Beavers (Kaw); 3. Anthony Bruscella (Yam); 4. Scott Simon (Yam); 5. Sean Collier (Kaw).

80 (14-16): 1. Shane Bess (Suz); 2. Michael Blose (Yam); 3. Dylan Lord (Kaw); 4. Nick Alvarez (Hon); 5. Erik Meyer (Yam).

S/MINI: 1. Shane Bess (Suz); 2. Jimmy Nelson (Yam); 3. Dylan Lord (Kaw); 4. Michael Blose (Yam); 5. Brandon Layton (Yam).

SCHBY: 1. Sean Hamblin (Yam); 2. Keith Johnson (Yam); 3. Randy Norman (Yam); 4. Shane Bess (Suz); 5. Ross Garcia (Yam).

125 BEG: 1. T. Eide (Yam); 2. Andres Quantanilla (Yam); 3. Corey Murphy (Hon); 4. Ryan Phillips (Yam); 5. Charles Dana (Yam).

125 NOV: 1. Scott How (Yam); 2. Kane Jamison (Yam); 3. Chad Frank (Yam); 4. Chris McDaniel (Yam); 5. Brent Benton (Yam).

125 INT D-1: 1. Kevin Johnson (Yam); 2. Sean Hamblin (Yam); 3. Ito Posca (Yam); 4. Brian Hulsey (Yam); 5. Randy Norman (Yam).

125 INT D-2: 1. Chris Thompson (Suz); 2. Dustin Cashman (Yam); 3. Kurt Long (Hon).

125 PRO: 1. Justin Buckelew (Yam); 2. Nick Wey (Kaw); 3. Jimmy Varis (Suz); 4. Doug Parsons (Suz); 5. Dan Moore (Suz).

250 BEG: 1. Alvino Garcia (Yam); 2. Bryan Vazzana (Hon); 3. Mike Moore (Yam); 4. Garrett Matthews (Hon); 5. Doug Covey (Hon).

250 JR: 1. Niklas Ganstrom (Suz); 2. Justin Eide (Yam); 3. Chuck Kober (Suz); 4. Tomas Ponce De Leon (Yam); 5. Brian Walker (Kaw).

250 INT: 1. Michael Collier (Kaw); 2. Randy Norman (Yam); 3. D.J. Humphries (Yam); 4. Travis Smith (Kaw); 5. Kevin Townsend (Suz).

250 PRO: 1. Nick Wey (Kaw); 2. Ted Campbell (Suz); 3. Billy Mercier (Yam); 4. Mike Corder (Kaw); 5. Robert Naughton (Suz).

500 AM: 1. John Blood (Yam).

500 MSTR: 1. Darrin Hoer (Suz); 2. D. Zahrt (Suz); 3. Kenny Zahrt (Suz); 4. Vince Kitchen (Kaw); 5. Bob Shimp (Yam).

25+ AM: 1. Jason Larson (Kaw); 2. Scott Mumford (Kaw); 3. Steve Piattoni (Suz); 4. Chris Radzinski (Kaw); 5. Tim McEntee (Suz).

25+ MSTR: 1. Darrin Hoer (Suz); 2. George Merry (Hon); 3. Mike McDeritt (Hon).

25+ PRO: 1. Billy Mercier (Yam); 2. Dan Moore (Suz); 3. Robert Naughton (Suz); 4. Bryan Nelson (Yam); 5. Alberto Zamora (Hon).

30+ BEG: 1. Russ Fox (Hon); 2. Jason Aeck (Yam); 3. Tommy King (Yam); 4. Billy McAllister (Suz); 5. Al Garcia (Suz).

30+ JR: 1. Steve Edwards (Suz); 2. Chuck Kober (Suz); 3. Tom Bell (Suz); 4. Phillip Taboada (Suz); 5. Roger Oreb (Hon).

30+ INT: 1. Glenn Commans (Yam); 2. Steve Piattoni (Suz); 3. Chris Radzinski (Kaw); 4. David Sarian (Yam); 5. Robbie James.

40+ AM: 1. David Zahrt (Suz); 2. Jeff Gianni (Suz); 3. Phillip Taboada (Suz); 4. Prior Mitchell (Suz); 5. Joel Harriott (Yam).

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And it gives you top-end performance you'll appreciate on wide-open courses.

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With the new RM250, you'll find yourself opening up enough of a gap to break a smile and throw some style into your last lap!

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CMC Golden State National Series North, Round 1

Northrop grabs the gold

Jeff Northrop raced to victory in the 125cc Pro class during round-one action of the CMC Golden State National Series North. Northrop posted a second in the 250cc Pro class.

By John Silva

MARYSVILLE, CA, JAN. 10

A trio of native Northern Californians split the lion's share of the purse at the opening round of the 23rd annual CMC Golden State National Series North. Nine-time National title holder Rodney Smith of Team Suzuki Off-Road won the Over 30 division and also placed third in both the 125cc and 250cc Pro races. Topping the 125cc division was Team Green's Jeff Northrop, who also snagged second in the 250cc Pro race. The fastest 250cc rider proved to be Clawson Motorsports' Jeff Pestana, who also fattened his wallet with second-place money in the 125cc, Over 25 and Over 30 Pro classes.

Stiffie/Westwood's Tyler Evans surprised many by making the long drive from Saturday night's Anaheim Supercross opener in time to start the 250cc Pro race at Marysville. When the gate fell for the first moto, Dean Matson blasted off the line far ahead of all the rest, but officials ruled that he had jumped the gate and later penalized Matson, putting him down one lap. Matson led the race until the riders reached the sandy West Side, where Evans took over.

Evans looked sharp as he led the early going, with Dean Matson, Jake Windham, Jeff Northrop, Dan Moore, Rodney Smith, Danny Paladino, Jeff Pestana, Monty Ware and the rest of the field giving chase. Evans held the point position through the first several laps, while Northrop rapidly rose to second place. Smith and Pestana were also charging hard and passed Matson for third and fourth place, respectively.

As the race progressed, Evans motored on, with Northrop a short distance behind.

"I feel pretty good about matching Evans," said Northrop about his second-place showing. "Tyler's a real strong rider - he always has been. We've battled since back in the 80cc days, but I made a few mistakes out there."

Back in third, Smith held his own against Pestana despite a lack of recent motocross experience. Smith began his pro career racing motocross before becoming an off-road specialist.

"I really enjoy coming to Marysville," said Smith. "It always seems to help me every winter. It takes me about two or three motocrosses and I'll get back up to speed where I'm comfortable. It helps me out a lot in special tests (ISDE)."

Pestana finally got around Smith with two laps to go; Smith put the blame on arm pump.

At the finish, Evans was victorious, and he was followed across the line by Northrop, Pestana, Smith, Matson, Moore, Paladino, Windham, Stapleton and Cook. Matson dropped to 17th in the official scoring due to the gate-jumping penalty, which moved Alberto Zamora into 10th place.

The second 250cc Pro moto got under way without Evans, whose race day ended earlier when he was injured in the first 125cc Pro moto. Pestana got the holeshot and was shadowed by Northrop, Smith and Matson. The group quickly broke away from the pack.

Cook got a much better start this moto and raced in fifth place until Moore stole away the position on lap two. Moore eventually was able to do one position better by passing a fading Matson on the penultimate lap to claim fourth. Pestana continued to lead out front.

"I'm used to riding hard for at least 30 minutes per moto in the outdoor Nationals, so it's easy to ride fast for seven laps," said Pestana. "I was enjoying myself out there. The hardest part was getting warmed up and keeping warm. I've got other races coming up later, so it should get even better for me as the day goes on."

Pestana ultimately led all seven laps to take the win over Northrop, Smith, Moore and Matson. Cook, Windham, Paladino, Stapleton and Zamora rounded out the top 10.

Northrop snagged the holeshot in the first 125cc Pro moto, with 19 challengers racing behind him. At the end of the first lap, Northrop held the lead over Matson, Evans, Cody Killam, Windham, Pestana, Jesse Bath, Smith, J.R. Mason and Jerrad Fisher.

Evans acted quickly, passing Matson on lap two, and then he went after Northrop. Pestana was flying and he passed Windham, but Matson slowed him with an effective defense, and it took Pestana three more laps of furious racing to overtake Matson and capture third place.

Meanwhile, Evans had reeled in Northrop as the lead duo gradually put the rest of the racers behind them. Once Evans was upon Northrop's rear fender, the race for the lead was intense. Heading into the rockers, Evans went for it, but the pass attempt met with disaster and Evans went down hard. The crash ended Evans' day.

Northrop offered his take on Evans' crash.

"We were just basically going triple, triple," said Northrop. "He tripled but maybe didn't get enough drive. He caught the last one and endoed. It's a pretty gnarly section."

Northrop was unaffected by the Evans mishap and motored on to take an easy win. Pestana finished a distant third, followed by Matson, Smith, Windham, Aaron Burns, Freddy Wiechers, Moore, Paladino and Bath.

In moto two, Windham timed the gate perfectly and powered his Lamson Porting-backed Suzuki into the first turn, with Paladino close behind. Northrop was caught napping at the gate and spent the lap working his way up to third, with Smith, Matson, Wiechers, Moore, Fisher, Bath and Pestana racing in fourth through 10th.

On the second lap, a charging Northrop flew past Windham and into the lead. Windham was also passed seconds later by Smith, who was rediscovering his motocross form.

"After two or three races, I can relax because I'm more comfortable," explained Smith.

Earlier in the moto, Fisher and Bath were passed by the rapidly advancing Pestana, dropping them back to ninth and 10th. Fisher responded to Pestana's pass by immediately turning it up a notch to break free of Bath. Bath rode his own race, and he eventually finished 11th in the moto and in the overall tally. Fisher kept the throttle pinned and raced his way up to sixth place. Fisher, Paladino and Windham battled for the rest of the moto, but near the end, Fisher appeared to tire somewhat and he was passed by Paladino and Windham.

Throughout the moto, Pestana continued a steady march toward the front, moving into second behind Northrop. Smith diced briefly with Pestana before Pestana cut loose and roosted away. After that, Smith settled down to cruise along comfortably in third. Following the lead trio were Moore, Matson and Wiechers, who raced the remaining laps in their respective positions.

At the checkered flag, it was Northrop first, followed by Pestana, Smith, Moore, Matson, Wiechers, Paladino, Windham, Fisher and Killam.

In the Over 30 Pro race, Pestana and Smith diced for the lead in each moto, but in the end it was Smith who was up front when it counted most. Pestana had to settle for a pair of seconds. Terry Bostard was third overall with a 3-3 score. CN

Riverfront Park
Marysville, California
Results: January 10, 1999 (Round 1)

P/W (7-9): 1. T.J. Lorens (Poi); 2. Ryan Toomey (Lem); 3. Kensey Ehmke (KTM); 4. Joshua Duppong (KTM); 5. Joshua McPherson (KTM).

P/W (4-6): 1. Scotty Craven (Lem); 2. Joey Pascarella (KTM); 3. Joshua Greco (Cob); 4. Keith Adams (Act); 5. Cody Lambott (Lem).

60 (9-11): 1. Ryan Ferris (Kaw); 2. Bryar Perry (Kaw); 3. Kody Hunderman (Kaw); 4. Beau Wiegant (Kaw); 5. Sean Stommel (Kaw).

60 (0-8): 1. Dustin Enocks (KTM); 2. Dustin Pipes (Kaw); 3. Ryan Toomey (Kaw); 4. Preston Mull (Kaw); 5. Austin Howell (Hon).

80 BEG: 1. Kyle Parino (Kaw); 2. Jacob Challburg (Kaw); 3. Zack Ham (Yam); 4: Kyle Keut (Kaw); 5. Jake Blockwood (Yam).

80 (14-16): 1. Matt McCrummen (Yam).

80 (12-13): 1. Charlie Morrison (Yam); 2. Eric Nye (Yam); 3. Roberto Rojas (Hon); 4. Nick Jarret (Hon); 5. A.J. Perez (Suz).

80 (7-11): 1. Eric McCrummen (Yam); 2. Adam Kowalckyk (Suz); 3. Daniel Sani (Hon); 4. Bryar Perry (Kaw); 5. Jarred Mertens (Yam).

S/MINI: 1. Matt McCrummen (Yam); 2. Roberto Rojas (Hon); 3. Charlie Morrison (Yam).

SCHBY: 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Cole Siebler (Yam).

125 BEG: 1. Allen Kenyon (Kaw); 2. Michael Carens (Yam); 3. Juan Contreras (Yam); 4. Jed Willis (Yam); 5. T.J. Huggins (Hon).

125 JR: 1. Sean Reath (Suz); 2. Matt Barber (Suz); 3. Billy Jurevich (KTM); 4. Russel Wallan (Yam); 5. Brian Sullivan (Yam).

125 INT: 1. Ryan Morais (Yam); 2. Steve Sullivan (Yam); 3. Jesse Olson (Yam); 4. Nathan Tiearney (Suz); 5. Evan Laughridge (Suz).

125 PRO: 1. Jeff Northrop (Kaw); 2. Jeff Pestana (Suz); 3. Rodney Smith (Suz); 4. Dean Matson (Suz); 5. Dan Moore (Suz).

250 BEG: 1. Randal Gruber (Suz); 2. Adam Lavigna (Suz); 3. Darren Barnes (Yam); 4. Justin Madison (Suz); 5. Mario Giannini (Hon).

250 JR: 1. Billy Jurevich (KTM); 2. Jon Replogle (Kaw); 3. Nick Bainbridge (Kaw); 4. Matt Veerkamp (Suz); 5. Steve Thinger (Hon).

250 INT: 1. Evan Laughridge (Suz); 2. Steve Sullivan (Yam); 3. Jeremy Santoro (Yam); 4. Chris Vendley (Suz); 5. Craig Truglio (Kaw).

250 PRO: 1. Jeff Pestana (Suz); 2. Jeff Northrop (Kaw); 3. Rodney Smith (Suz); 4. Dan Moore (Suz); 5. Jake Windham (Suz).

500 PRO: 1. Cliff Cook (Yam); 2. Jon Nelson (Yam); 3. Monty Ware (Yam); 4. Dennis Stapleton (Yam); 5. Steve Machado (Yam).

500 AM: 1. Kevin Anderson (KTM).

25+ AM: 1. Ken Bebe (Yam); 2. Greg Lepesh (Yam); 3. Scott Pella (Yam); 4. Scott Sanderson (Yam); 5. Loren Thomas (Kaw).

25+ MSTR: 1. Kelly Hammer (Suz); 2. Mike Hodges (Suz); 3. Ken Arnold (Yam); 4. Marc Tucker (Suz); 5. Mary Klauser (Suz).

25+ PRO: 1. Dan Moore (Suz); 2. Jeff Pestana (Suz); 3. Alberto Zamora (Hon).

30+ BEG: 1. Derek Cole (Hon); 2. Pete Hamel (Hon); 3. Kenny Wolcott (Hon); 4. Frederic Letellier (Hon); 5. Mark Hontou (Yam).

30+ JR: 1. Greg Lepesh (Yam); 2. Rich Boleman (Kaw); 3. Charlie Pelten (Yam); 4. Richard Fox (Yam); 5. Glenn Reed (Kaw).

30+ INT: 1. Mike Hodges (Suz); 2. Geoff Woods (Suz); 3. Ken Beebe (Yam); 4. Rai Holster (Yam); 5. Mickey Crenshaw (Yam).

30+ MSTR: 1. Ken Arnold (Yam); 2. Shawn Freiling (Kaw).

30+ PRO: 1. Rodney Smith (Suz); 2. Jeff Pestana (Suz); 3. Terry Bostard (Yam); 4. Steve Machado (Yam); 5. Jon Nelson (Suz).

40+ AM: 1. Jim Dallara (Hon); 2. Kim Darwazeh (Suz); 3. Tim Alarcon (Kaw); 4. Stuart Nelson (Hon); Richard Schilling.

40+ MSTR: 1. Mike Gorda Sr. (Hon); 2. Tom Baugh (Suz); 3. Robert Hershey (Hon).

WMN: 1. Sheena Patterson (Suz); 2. Nicole Hontou (Yam); 3. Lynette Wosick (Kaw); 4. Kayla Olson (Suz); 5. Christina Ellis (Hon).

McAlister mauls

By Clay Light

SALEM, OR, JAN. 24

AMA National Pros Chaun McAlister and Dustin Lenaburg raked in the cash and contingencies in the Pro classes at the opening round of the CMC-sanctioned Pacific Northwest Golden State Nationals at the Oregon State Fairgrounds, with the majority of the loot going to McAlister.

McAlister topped the 125cc, Over 25 and Vet Pro classes, and he also finished third in the 250cc Pro class. Lenaburg, meanwhile, went 1-1 in the 250cc Pro class, ahead of Terry Hamness and McAlister.

Lenaburg, riding his Cycle Sports/House of Horsepower/Oakley/Troy Lee/PDI-backed Kawasaki, had to work hard for his win in the first 250cc Pro moto, as he came from last place to catch and pass Hamness, who led the moto until the final lap.

Lenaburg forged ahead of the field early on in moto two and, after displacing Hamness on the first lap, the up-and-coming teenager breezed to a win. Hamness trailed Lenaburg to net second and second overall ahead of a tiring McAlister, who was contesting four classes on the day. Still, McAlister went 3-3 for third overall, ahead of Suzuki riders Mike Hamness (4-4), Nick Hanson (5-5) and Ted Harry (6-6).

FMF/Motion Sports/Fox/Arai-sponsored McAlister, though, earned his first of three wins in the 125cc Pro class, despite incredible pressure from Lenaburg in both motos.

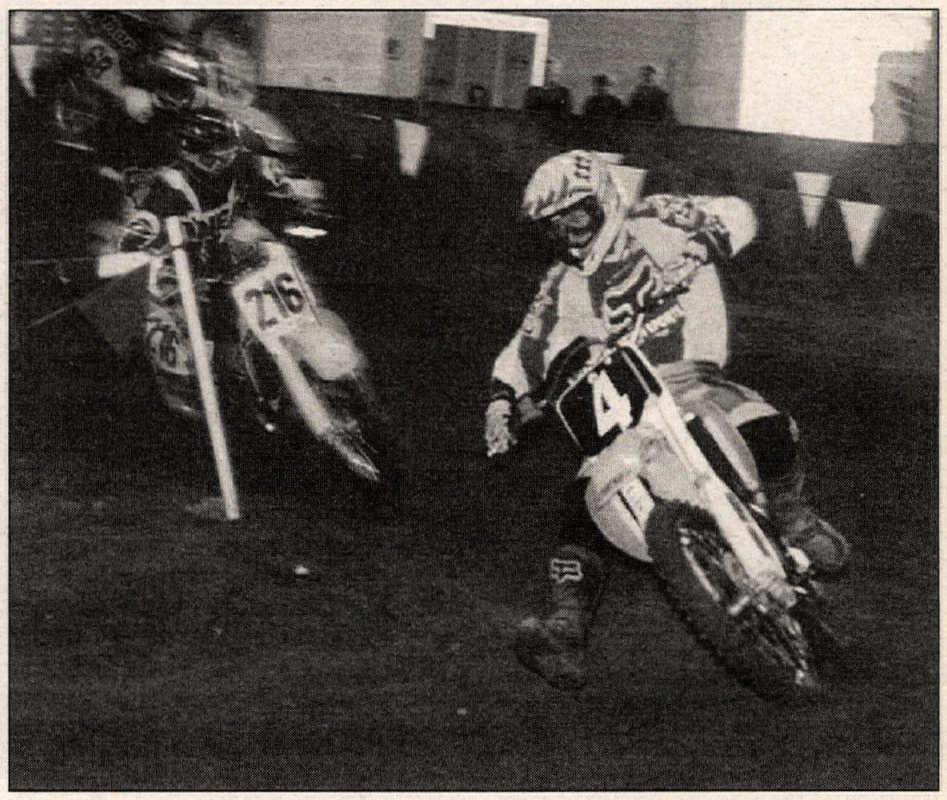
McAlister posted his best performances of the day with a 1-1 rampage aboard his Suzuki to finish a small distance ahead of Lenaburg, who, with 2-2 placings, netted second. Yamaha-mounted Paul Connor was the lucky recipient of the final podium position when Hansen fell while battling with Lenaburg for second. This allowed both Connor and Ryan Hagemann to slip past the downed RM pilot.

Connor's 5-3 placings led Hagemann's 4-4 finishes and Hansen's disappointing 3-5 performances into the top five overall.

"We raced two nights in a row at an arenacross in the Tri-Cities (Washington) area on Friday and Saturday, so while I'm pleased with the win, I'm also pretty trashed right now," said former National number 97 McAlister.

Trashed or not, McAlister came back shortly thereafter to do similar damage in the combined Over 25/Before The Hill and Up The Hill Pro/Intermediate classes, which McAlister won overall despite pressure from the evening's surprise performer, Ty Lacey. Lacey carved through traffic to overtake all of the other Pros in the field, and in moto two he nearly caught a tiring McAlister on the final lap.

Lacey turned some heads with his Before The Hill-class win, where he finished ahead of Pros Terry Hamness, Mike Hamness, J.R. Meusling and Harry, as well as his Before The Hill competition, which included Rory Sullivan, Jon Kauffman and Chad Gilbert. Yamaha-mounted Ryan Sweet was also among the front-runners, winning the Up The Hill Intermediate class.



(Above) Chaun McAlister (4) topped three Pro classes at round one of the CMC Pacific Northwest Golden State Nationals. (Above left) Dustin Lenaburg won the 250cc Pro class with a 1-1 rout.

Lacey wasn't finished there, however, as he later won the Schoolboy class ahead of another rising amateur, Keith Kadell, and Marc Miller-Jones, neither of whom could put the stops on Lacey, a three-class contestant. Lacey, though, fell one moto short of what the Cycle Town of Medford-sponsored rider had hoped would be a three-class win tally, for, while in a heated battle, Lacey was involved in a bump-and-crash mishap that dropped him to a first-moto fifth-place finish, his only non-win of the day.

Steve Sullivan scored the overall win in the class with his 2-2 showing, with Lacey second overall on his 5-1. Washington's Mike Scheel was third on 3-3 scores, leading Monte Hill and Sweet.

Scheel rebounded from the loss by winning both 250cc Intermediate-class motos. Riding a Yamaha, Scheel breezed to a win in the first moto ahead of Kawasaki rider Gary Terlecki and Sullivan. Scheel capped off his two-moto sweep by overtaking the fast-starting Terlecki on the third lap in moto two and then opening up a comfortable lead to nab his only win of the day. Terlecki fell victim to Sullivan late in the moto, dropping the local favorite to third overall to Sullivan's 3-2 placings. Rounding out the top five overall were Jon Kauffman and KTM-mounted Eric Rogers.

Justin Keeney has made short work of the small-displacement classes this season, and it was more of the same today for the diminutive Honda and Kawasaki rider. Keeney reached new heights in his 60cc Senior, 80cc (9-11) and Supermini wins; he was one of only two three-class winners on the day, the other being McAlister. Keeney had close competition in the Supermini class from Derrick Sas, the second-place finisher in the 20-rider final. Sas scored second ahead of Adam Metzler, Joshua Hill and Race Lacey, who made the 20-rider final only after winning the last-chance qualifier.

Tate Major, seventh in the Supermini final, won both 80cc (12-13) motos ahead of Lacey, Sas, Cody Buyas and Kenny Webster.

Suzuki-mounted Ryan Metzler was a two-class winner, coming out on top of the 125 and 250cc Junior classes. Metzler finished ahead of KTM-mounted Will Wallace in his 125cc main-event win, then bounced back to beat Dave Schmid and Cory Johnson in the 250cc class. CN

Oregon State Fairgrounds
Salem, Oregon
Results: January 24, 1999 (Round 1)

P/W (4-6): 1. Landon Currier (KTM); 2. Steele Angle-Davidson (Cob); 3. Glenn Prestholt (Cob); 4. Nickolas McMillen (KTM): 5. John Dickerson (KTM).

P/W (7-8): 1. Tyler Craig (KTM); 2. Gared Steinke (Lem); 3. Sean Berglund (KTM); 4. Corey Hampton (Lem); 5. Mark Wolf Jr. (Lem).

60 BEG: 1. Kyle Hammontree (Kaw); 2. Jared Wood (Kaw); 3. Nick Brown (Kaw); 4. Trenton Brumfield (Kaw).

60 JR: 1. Sean Berglund (Hon).

60 SR: 1. Justin Keeney (Kaw); 2. Ajay Olinger (Kaw); 3. Matt Strobeck (Kaw); 4. Byron Young (Kaw).

80 BEG: 1. Ryan Huege (Hon); 2. Joel Warnicke (Yam); 3. Randy Tharp (Kaw); 4. Ajay Olinger (Kaw).

80 (9-11): 1. Justin Keeney (Hon); 2. Joshua Hill (Kaw); 3. Adam Metzler (Suz); 4. Travis McMackin (Hon); 5. Todd Nelson (Kaw).

80 (12-13): 1. Tate Major (Kaw); 2. Race Lacey (Suz); 3. Derrick Sas (Kaw); 4. Cody Buyas (Kaw); 5. Kenny Webster (Yam).

80 (14-16): 1. Jason Staley (Yam); 2. Chris Leiby (Yam); 3. Shawn Staley (Suz); 4. Alex Hill (Hon); 5. Anthony Cerruti (Yam).

S/MINI D-1: 1. Justin Keeney (Hon); 2. Derrick Sas (Kaw); 3. Adam Metzler (Suz); 4. Joshua Hill (Kaw); 5. Race Lacey (Suz).

125 BEG: 1. Justin Jensen (Hon); 2. Chaz Long (Hon); 3. Trevor Brooks (Yam); 4. Alex Primeau (Kaw); 5. Bryan Meierotto (Yam).

125 JR D-1: 1. Ryan Metzler (Suz); 2. Will Wallace (KTM); 3. Bryan Thibedeau (Kaw); 4. Travis Rigert (Yam); 5. Marc Miller-Jones (Suz).

125 INT: 1. Steve Sullivan (Yam); 2. Tyson Lacey (Suz); 3. Michael Scheel (Yam); 4. Ryan Sweet (Yam); 5. Monte Hill (Suz).

125 PRO: 1. Chaun McAlister (Suz); 2. Dustin Lenaburg (Kaw); 3. Paul Conner (Yam); 4. Ryan Hagemann (Yam); 5. Nicholas Hanson (Suz).

250 BEG: 1. Jeremy Thomson (Yam); 2. Jeremy Warnicke (Yam); 3. Manny Mercier (Yam); 4. Bob Jenkins (Yam); 5. Neal Meusling (Suz).

250 JR: 1. Ryan Metzler (Suz); 2. Dave Schmid (Suz); 3. Cory Johnson (Yam); 4. Gerald Pitts (Hon); 5. Mike Cosgrove (Kaw).

250 INT: 1. Michael Scheel (Yam); 2. Steve Sullivan (Yam); 3. Gary Terlecki (Kaw); 4. Jon Kauffman (Suz); 5. Eric Rogers (KTM).

250 PRO: 1. Dustin Lenaburg (Kaw); 2. Terry Hamness (Yam); 3. Chaun McAlister (Suz); 4. Mike Hamness (Suz); 5. Nicholas Hanson (Suz).

OPEN AM: 1. Andy Sandall (Yam); 2. David Fox (Suz).

BTH JR: 1. Keith Ford (Kaw); 2. Corey Johnson (Yam); 3. Will Wallace (KTM); 4. Royce Devol (Hon); 5. Aaron Tunnell (Yam).

BTH INT: 1. Tyson Lacey (Suz); 2. Rory Sullivan (KTM); 3. Jon Kauffman (Suz); 4. Chad Gilbert (Kaw).

UTH JR: 1. Mike Cosgrove (Kaw); 2. Joe Miltenberger (Kaw); 3. Jacques Varvel (Kaw); 4. Chris Bennett (Suz); 5. Chaz Long (Hon).

UTH INT: 1. Ryan Sweet (Yam); 2. Todd Hinders (Suz); 3. Dave Silvestri (Suz).

OTH BEG: 1. James Shephaer (KTM).

OTH INT: 1. Todd Hinders (Suz); 2. Dave Schmid (Suz); 3. Jeff Huber (Kaw); 4. Chris Bennett (Suz); 5. Linc Linebaugh (Hon).

OTH JR: 1. Brian Granberg (Kaw); 2. Troy Ding (Kaw); 3. Curtis Paulson (Kaw); 4. Dean Biddle (Kaw); 5. Dan Trammell (Kaw).

OTH PRO: 1. Chaun McAlister (Suz); 2. David Fox (Kaw); 3. Ted Harry (Suz); 4. J.R. Meusling (Suz).

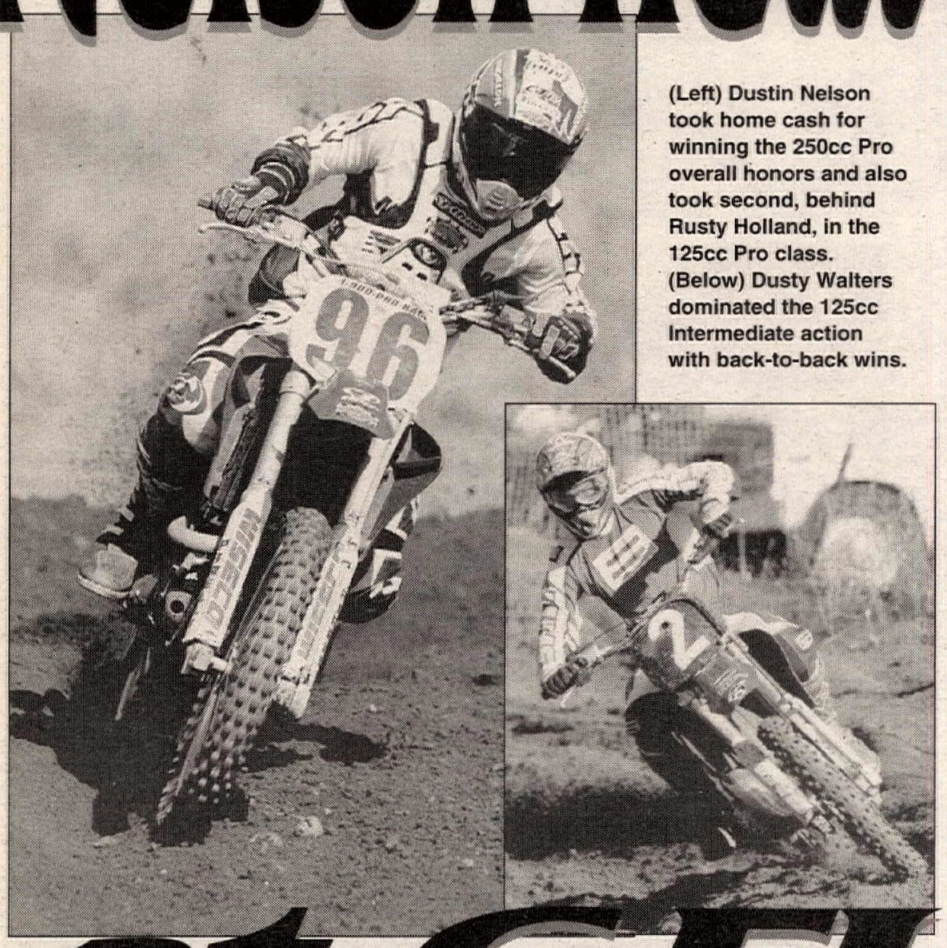
O/T MNY: 1. Rick Bault (Kaw); 2. Ted Devol (Suz); 3. Mike Taylor (Yam); 4. Terry Hamness (Kaw); 5. Dan Kauffman (Hon).

50+: 1. Dave Davis (Kaw).

WMN: 1. Rochelle Neimann (Yam); 2. Shannon Crouch (Hon); 3. Randi Holbrook (Hon).

MINI OPEN: 1. Nick Brown (Kaw); 2. Jared Wood (Kaw); 3. Gared Steinke (Lem); 4. Trenton Brumfield (Kaw); 5. Sean Berglund (Hon).

Nelson neat at GFI



(Left) Dustin Nelson took home cash for winning the 250cc Pro overall honors and also took second, behind Rusty Holland, in the 125cc Pro class. (Below) Dusty Walters dominated the 125cc Intermediate action with back-to-back wins.

By Homer Eubanks
Photos by Chris Holtner

RAMONA, CA, JAN. 17

Barona Oaks Raceway hosted round two of the GFI Winter Series South, and 306 riders enjoyed a full day of motocross action. Once the dust had settled, it was Motoworld of El Cajon-backed Dustin Nelson who took home the 250cc Pro purse and controlled the second spot in 125cc Pro action behind Clawson-backed Rusty Holland.

Both 125cc and 250cc Pro races were set up in a 10-lap single-moto format. At the drop of the gate in the 250cc Pro race, things looked good for Angelo Ingrande, who grabbed the holeshot. Ingrande took charge, but only for a while, as Bryan McGavran and Nelson were close in tow. McGavran powered through the whoops and pulled alongside Ingrande but could not make a pass stick. The two were elbowing one another up the hill when McGavran grabbed control of an inside corner, which allowed him to edge out Ingrande.

Before Ingrande could shake off the loss of the lead, Holland sneaked inside for the second spot. To add insult to injury, Dustin Nelson had been waiting in the wings and managed to outdistance Ingrande on the flagpole triple, dropping Ingrande back to fourth.

Holland was able to pressure McGavran, causing the Yamaha rider to run off the track - which gave Holland the lead. McGavran was not done, however: He regained the lead after the step-up/step-down jump in front of the bleachers. Holland still wanted the win, and he pressured McGavran until the halfway point, when Holland retook the lead at the same corner at which he had passed McGavran before.

While battling with Holland, McGavran jammed his wrist, opening the door for Nelson, who passed McGavran late in the race.

With two laps to go, Holland crossrutted and dropped his Suzuki, allowing Nelson to take the checkers uncontested. Holland salvaged second and McGavran soldiered on to third.

When the pros came back out for the 125cc battle, it was McGavran who nailed the holeshot, with Holland and Nelson trailing. McGavran held the lead for two laps, but his swollen wrist caused him to double the triple, while Holland and the rest of the field tripled over him. Having lost the lead to Holland, McGavran was still able to hold Nelson off for three more laps until Nelson danced across a set of whoops, passing McGavran in the following corner.

After passing McGavran and gaining second place, Nelson hoped to repeat his earlier effort, but this time Holland kept things on track and Nelson had to settle for the second-place money.

Since most eyes were focused on Nelson, wondering if he could make it a double win, many missed the effort of Tommy Clowers, who got a poor start and had to work his way through the field of 10 riders to earn fourth place.

The 125cc Intermediate class saw 23 riders come to the line, but Dusty Walters did not let the crowd affect his nerves. In moto one, Walters first had to contend with Chris Sprenkel, who got the holeshot. Sprenkel held Walters off for the first three laps, but Walters managed to slip past and take the checkers first.

In the second moto, Walters put it together early, taking the first corner and following through to the checkers. Behind Walters was Sean O'Connor, who had finished ninth in moto one. Second overall went to Jake Elkins with his consistent third-place showings.

Jesse Casillas' NCY/Noleen/Dunlop-backed YZ80 and Daryl Ecklund's Team Chaparral/TMR/Troy Lee-backed minicycle provided the 80cc Open Expert action. Casillas got the holeshot in the first moto, with Ecklund trailing. It took Ecklund three laps of racing before he managed to steal the lead position. Casillas kept his Yamaha upright to earn second, while third went to Mickey Griffin.

Things changed in moto two, however. Off the gate, Ecklund made an extra effort and exited turn one in first. Casillas was in hot pursuit but had to settle for second until the final lap, when Ecklund, who had a five-second lead, bobbled and let Casillas steal the moto and the overall. Ecklund regained some of his composure and finished second on the day.

Casillas was a repeat winner with the overall victory in the Supermini class. In moto one, Casillas suffered a loss to Cale Wallace. Daryl Ecklund took the early lead and held on for three laps before going down. This gave the lead to Wallace. Casillas, who was fifth off the gate, had to work his way through the pack. Casillas managed to take the second spot as the white flag came out, but he found he did not have enough time to catch Wallace.

Casillas got his act together in moto two and took control of the race off the gate. Brandon Schlensig let Casillas get away, as he was kept busy warding off the advances of Ben Ramsaran. On the last lap, Ramsaran found his opening and slipped ahead of Schlensig, but he couldn't see Casillas as he crossed the finish line. Wallace posted a DNS for moto two.

Cale Wallace did go home a winner in the 80cc Intermediate class, however. Wallace dominated the class, as he outpaced Ben Ramsaran in both motos. Third overall went to Zac Wray, who put in a 3-4 effort.

The Over 25 Novice class provided the fans with some action. In round one, Skip Edwards capitalized on his holeshot to take charge of the race early. Behind Edwards was Ken Johnson and Tim Konkol. During the second lap, Konkol slipped inside Johnson for second, but Johnson matched the pace set by Konkol. On the following lap, Johnson retook the second spot and left Konkol busy with fourth-placed Chad Doggett.

Johnson came back in the second moto and stole the show off the gate. Behind Johnson were Konkol and Edwards. Johnson went on for the overall win and Edwards was content in third, knowing he had the second spot wrapped up. Konkol took the third-place trophy.

Matt Condon earned both moto wins in the 125cc Novice class. At the start of moto one, Condon was midpack in a field of 19 riders. Jon Myers was out front, with Chad Gaumer in tow. Myers dropped out on the third lap, handing Gaumer the lead.

By lap three, Condon had moved to third place. David Sullins managed to pressure Gaumer, and Condon used the battle for first place to sneak up on the leaders and steal the lead on the last lap. Gaumer fell and Sullins held second, with Kevin Chimits crossing over in third.

In the second moto, Condon read the gate correctly and entered turn one first. With a clear track ahead, Condon headed straight to the checkered flag. This meant the action was for second place. Dustin Watson was fourth off the line but managed to steal third and then second place by moto's end. Zack Shirley and Billy Arnone rounded out the top four.

Robert Memoli took home the 60cc Open trophy after besting the effort of Michael La Paglia in moto two. In the first moto, La Paglia got the checkers, but Memoli stole the show in moto two, sending La Paglia back to the runner-up spot. Third overall went to Matt Harrison, who swapped positions with Justin Carmody during both motos. Carmody was third in moto one and then fourth behind Harrison in moto two.

It was La Paglia all the way in the 60cc Intermediate division. La Paglia rode his KTM to victory in both motos. Brad Masters earned the second-overall honors after placing third in moto one to Trent Pugmire. Masters came back in the next moto to cross over the finish line in second behind La Paglia and Ben Ramsaran. CN

Barona Oaks Raceway
Ramona, California
Results: January 17, 1999 (Round 2)

50 STK (4-6): 1. Dakota Garner (Cob); 2. Brett Harrison (Cob).

50 STK (7-8):1. Trevor Reis (Cob); 2. Johnny Jelderda (Lem); 3. Marcus Carrillo (Lem); 4. Scott Noble (Cob); 5. Garrick Noble (Cob).

50 OPEN: 1. Scott Noble (Cob); 2. Marcus Carrillo (Lem); 3. Garrick Noble (Cob); 4. Trevor Reis (Cob); 5. Jake Lacey (KTM).

60 BEG: 1. Chapman Fiene (Kaw); 2. Phillip Aube (Kaw); 3. Sean Thompson (KTM); 4. Tyler Sievers (Kaw); 5. Andy Straight (Kaw).

60 OPEN: 1. Robert Memoli (Kaw); 2. Michael La Paglia (KTM); 3. Matt Harrison (KTM); 4. Justin Carmody (Kaw); 5. Michael Hall (Kaw).

60 NOV: 1. Steven Cerda (KTM); 2. Justin Carmody (Kaw).

60 INT: 1. Michael La Paglia (KTM); 2. Brad Masters (Kaw); 3. Trent Pugmire (Kaw).

80 F/T: 1. Trent Lewis (Yam); 2. Casey Barret (Yam); 3. Mike Garcia (Yam).

80 BEG: 1. Aaron Breid (Kaw); 2. Weston Peick (Suz); 3. Jonathan Arana (Kaw); 4. Kenny Clark (Yam); 5. Kevin Fava (Kaw).

80 NOV: 1. Edward Herring (Kaw); 2. Kevin Breid (Yam); 3. Robert Memoli (Yam); 4. Daniel Nelson (Hon); 5. Michael La Paglia (Suz).

80 INT: 1. Cale Wallace (Yam); 2. Ben Ramsaran (Hon); 3. Zac Wray (Yam); 4. Jarred Browne (Yam); 5. Tyson Burmeister (Yam).

80 OPEN: 1. Jesse Casillas (Yam); 2. Daryl Ecklund (Yam); 3. Mickey Griffin (Yam).

S/MINI: 1. Jesse Casillas (Yam); 2. Ben Ramsaran (Hon); 3. Brandon Schlensig (Yam); 4. Cas Swift (Suz); 5. Mickey Griffin (Yam).

125 BEG: 1. Ben Hunkins (Yam); 2. Brian Melsheimer (Yam); 3. Bryan Ehrman (Kaw); 4. Kevin Holmes (Suz); 5. Christopher Marcell (Yam).

125 NOV: 1. Matt Condon (Yam); 2. Dustin Watson (Yam); 3. Billy Arnone (Yam); 4. Nathan Jones (Yam); 5. Kevin Chimits (Yam).

125 INT: 1. Dusty Walters (Yam); 2. Jake Elkins (Yam); 3. Chris Sprenkel (Suz); 4. Randy Clark (Kaw); 5. Sean O'Conner (Yam).

125 PRO: 1. Rusty Holland (Suz); 2. Dustin Nelson (Yam); 3. Bryan McGavran (Yam); 4. Tommy Clowers (Suz); 5. Kris Rourke (Yam).

250 BEG: 1. Brandon Bailey (Yam); 2. Ryan Roberts (Suz); 3. Jesse Bramer (Suz); 4. Jarod Scoggin (Hon); 5. Zac Marquez (Hon).

250 NOV: 1. David Fox (Yam); 2. Sean Peer (Kaw); 3. Jon Schultz (Yam); 4. Aaron McDonough (Yam); 5. David Nichols (Hon).

250/500 INT: 1. Sean Thornton (Yam); 2. Dusty Walters (Yam); 3. Daniel Nichols (Kaw); 4. Cory Gibbons (Yam); 5. Brian Reichel (Yam).

250 PRO: 1. Dustin Nelson (Yam); 2. Rusty Holland (Suz); 3. Bryan McGavran (Yam); 4. Jonas Engdahl (Hon); 5. Terry Fowler (Yam).

25+ NOV: 1. Ken Johnson (Yam); 2. Skip Edwards (Suz); 3. Tim Konkol (Yam); 4. Ed Niemela (Kaw); 5. Chad Doggett (Kaw).

25+ INT: 1. Duane Bennett (Kaw); 2. Jon Levy (Yam); 3. David Bagwell (Hon); 4. Todd Flaming (Yam); 5. Jay Pavlovec (Hon).

30+ BEG: 1. Ken Kinnucan (Yam); 2. Chuck St. Roman (Kaw); 3. Walter Finn (Yam); 4. Kevin Gotto (Suz); 5. Juan Magana (Yam).

30+ NOV: 1. Randy Rush (Hon); 2. Ed Niemela (Kaw); 3. Tim Konkol (Yam); 4. Darin Mardoch (Yam); 5. Ken Lurcook (Suz).

30+ INT: 1. Jon Levey (Yam); 2. David Johnson (Yam); 3. Greg Pierce (Yam); 4. Shawn Heit (Yam); 5. Jay Pavlovec (Hon).

35+ NOV: 1. Danny Lee Jones (Yam); 2. Milton Mize (Hon); 3. Jason Dollas (Hon); 4. Kevin Barret (Kaw); 5. Gary Doggett (Suz).

35 INT: 1. David Johnson (Yam); 2. Les Abernathy (Kaw); 3. Brian Burch (Yam).

30+ PRO: 1. Jonas Engdahl (Hon); 2. Jorgen Nilsson (Hon).

30+ EX: 1. Mark White (Kaw); 2. Ron Ruff (Suz); 3. Joe Root (Suz); 4. Kevin Lane (Suz); 5. Gary Semics (Yam).

40+ NOV: 1. Ron Howell (Suz); 2. Kevin Lane (Suz); 3. Brad Sloan (Yam); 4. Dave Fava (Hon); 5. Ben Decker (Kaw).

40+ EX: 1. Mark White (Kaw); 2. Ron Ruff (Suz); 3. Joe Root (Suz); 4. Gary Doggett (Suz); 5. Kevin Lane (Suz).

SERIZAWA HAULS AT CARNEGIE

By Jim Enos

TRACY, CA, JAN. 17

The 250cc Pro class had a new face: Japanese sensation Naoki Serizawa, who promptly lit the Carnegie Cycle Park on fire with a convincing win aboard his 250 at round two of the GFI California Winter Series North. Serizawa's teammate and American mentor, Jeff Pestana, dominated the 125cc Pro class, edging out the likes of Dan Paladino and Dean Matson.

Serizawa, ranked 17th in the Japanese National circuit, came to the United States two months ago to train with Pestana and quickly found the American soil to his liking. Backed by T.E. Sports, Westwood, O'Neal and Oakley, this was Serizawa's first race of the year, and in March he will head back to Japan to once again contest the Japanese Nationals.

Matson grabbed the holeshot in the 250cc Pro-class moto, followed by Trevor Meagher, Serizawa, Terry Bostard and Pestana. Bostard quickly took over the lead on the downhill double and led the pack up the first uphill. From there, things changed dramatically.

At the top of the hill, Serizawa took an inside line that moved him from fourth to first in a flash. Serizawa and his Honda set a pace that would steadily increase lap after lap. Pestana inherited second after Bostard went down in a left-hand sweeper. Matson then held down the third slot. Coming up from a midpack start was Paladino, who began pressuring Matson about a quarter of the way into the 20-minute, one-lap contest.

As the two riders came across the top of the second hill, the ensuing downhill turn had room enough for only one rider; however, neither rider gave in, and it was Paladino who came out unscathed. Both riders miraculously stayed upright, but the close call caused Matson to back off a tad. The pass put Paladino in third, a position he held until the end.

The fifth position saw a heated battle between Cliff Cook, Jon Nelson, Bostard and Jeff Brownlee. Brownlee eventually won the war. Meanwhile, Serizawa clicked off consistent laps up front and earned a well-deserved first place at the checkers. Pestana held second and was followed by Paladino, Matson and Brownlee.

Serizawa was asked about the track as compared to Japan's tracks.

"Nothing like the Japanese tracks," Serizawa answered. "Much better traction here. My plan is to follow Jeff (Pestana) around to all the races until I go back to Japan."

Clawson Motorsports/Pro Circuit/A-Ride/O'Neal-backed Pestana was pleased to see his teammate do so well.

"He rode great and gapped me early on," said Pestana. "I was tired from my previous moto, and 20 minutes out here at that pace is pretty tough."

The 125cc Pro class moto started off with Alford Racing/FMF-backed Matson once again leading the pack into the first turn. Matson's lead, however, was short-lived, as Pestana and Paladino quickly made their way past Matson. Paladino found some quick lines on the newly redesigned track and passed Pestana to take over the lead.

A few laps into the race, Pestana made several moves for the lead, with one move nearly sending him off the track on a downhill section. Regardless, Pestana stayed upright and passed Paladino. The move proved successful, as Pestana began to set a pace that saw him open up a sizable lead that he maintained throughout the moto. Meanwhile, Paladino found himself pressured by Matson and Yamaha of Modesto's Brownlee for second place. Paladino eventually caught a second wind and held off the charge.

Matson and Brownlee kept things interesting for nearly the entire moto, and endurance was a key factor. Matson managed to keep Brownlee behind him, but he had to push hard lap after lap. The race for fifth between Jarrod Fisher and Cody Killam came down to the wire, with Killam making a white-flag-lap pass on the downhill double.

"The first time I tried to pass Paladino, he gave me a little nudge, and when I finally passed him, I came real close to an off-track excursion," Pestana said about his win. "Paladino's a real clean rider, though, and I did my best not to make contact."

Yamaha of Modesto/Reikon/SPES Pipes-backed Paladino was satisfied with second.

"Pestana was flying out there, and after he passed me, I just settled in behind him to hold second," Paladino said.

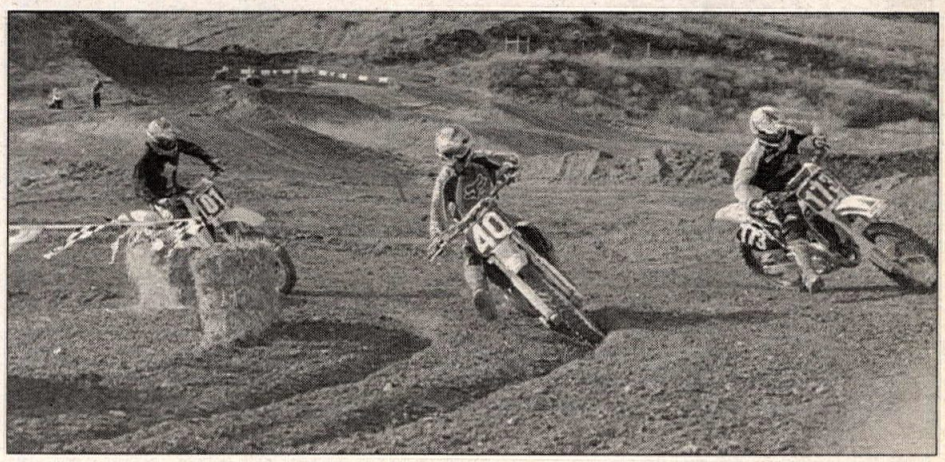
Third-placed Matson was well aware that he had company early in the moto.

"I heard Brownlee behind me and I gapped him," said Matson. "It was real fast out there, and the traction was excellent."

In other action, Merced Powersports rider Craig Truglio turned in a 2-1 moto score for the overall in the 250cc Intermediate class. Powerhouse Yamaha's Jeremy Santoro gave Truglio a run for his money by taking the first-moto win. Ron DeJesus, who recently made the switch from Suzuki to Yamaha, put in a good ride for third, while Cory Morais and Dylan Vicha rounded out the top five.

A huge 80cc Beginner class forced a two-division format that saw Suzuki-mounted Sean Hampton make a brave comeback and take the victory. Hampton recently suffered a broken arm on the Carnegie track a few months ago. CN

(Above) Naoki Serizawa won the 250cc and Open Pro classes at Carnegie Cycle Park in Tracy, California. (Right) Dan Paladino (40) leads Jeff Pastana (173) and Dean Matson (01) in 125cc Pro action. Pastana went on to claim the win.



Carnegie Cycle Park
Tracy, California
Results: January 17, 1999 (Round 2)

50 P/W JR: 1. Calvin LaCurrelle (Yam); 2. Tucker Hopson (Yam).

50 (4-6) BEG: 1. Dillon Padilla (KTM); 2. Christian Standers (Cob); 3. Cameron Beaubier (Lem).

50 (4-6) STK: 1. Ty Keenom (Cob); 2. Joshua Greco (Cob).

50 (4-6) MOD: 1. Nicholas Bacchini (Yam).

50 (4-6) OPEN: 1. Josh Duppong (KTM); 2. Ryan Toomey (Lem); 3. Brandon Nicholson (KTM).

50 F/T: 1. Jason Shipman (Hus); 2. Joshua Phillips (KTM); 3. Trevor Howe (KTM); 4. Vincent Gully (Yam); 5. Bill Wiltz (KTM).

50 (7-8) BEG: 1. Cary Kotowski (KTM); 2. Ricky Adams (Act); 3. Donald Lee (Cob); 4. Grayson Swift (HM).

50 (7-8) STK: 1. Richie Thomas (Cob); 2. Cody Jackson (KTM); 3. Stuart Luper (KTM); 4. Travis Hopson (KTM); 5. Corey Padilla (HM).

60 F/T: 1. Luke Layton (Kaw); 2. Donald Lee (Kaw); 3. Travis Hopson (Kaw).

60 BEG: 1. Bryce Huffman (Kaw); 2. Marcus Bradshaw (Kaw); 3. Preston Mull (Kaw); 4. Cody Jackson (Kaw); 5. Joey Harris (Kaw).

60 NOV: 1. Dustin Enochs (KTM), 2. Kyle Parino (Kaw); 3. Beau Weigand (Kaw); 4. J.D. Moore (Kaw); 5. Justin Enos (KTM).

60 INT: 1. Greg Fouts (Kaw); 2. Matthew Spencer (Kaw).

80 F/T: 1. Michael Thomason (Hon); 2. Reid Davis (Hon); 3. Andrew Ramelli (Hon).

80 BEG D-1: 1. Sean Hampton (Suz); 2. Danny Harris (Kaw); 3. Kyle Parino (Kaw); 4. Darryl Saville (Kaw); 5. Kyle Kent (Kaw).

80 BEG D-2: 1. Ryan Powell (Kaw); 2. Joe Shipman (Hon); 3. Aaron Hales (Yam); 4. Jeremy Kneisly (Kaw); 5. Beau Weigand (Suz).

80 NOV: 1. Josh Cox (Yam); 2. Adam Kowalccyk (Suz); 3. Brett Markarian (Yam); 4. Aaron DiCiano (Yam); 5. Andy D'Arrigo (Suz).

80 INT: 1. Charlie Morrison (Yam); 2. Matt McCrummen (Yam); 3. Nick Davis (Yam); 4. Cory McDaniel (Yam); 5. Tyler Kalisiak (Yam).

80 S/MINI: 1. Charlie Morrison (Yam); 2. Nick Davis (Yam); 3. Tyler Kalisiak (Yam); 4. Andrew Ramelli (Hon); 5. Matt McCrummen (Yam).

125 BEG: 1. Michael Carnes (Yam); 2. Allen Kenyon (Kaw); 3. Jeremiah Gerber (Yam); 4. Richard Farren (Suz); 5. Govind Rae (Yam).

125 NOV: 1. Billy Jurevich (KTM); 2. Christopher Loredo (Yam); 3. Jon Replogle (Kaw); 4. Nick Bainbridge (Kaw); 5. Skip Norman (Yam).

125 INT: 1. Ryan Morais (Yam); 2. Craig Truglio (Kaw); 3. Steve Mertens (Yam); 4. Jeremy Santoro (Yam); 5. Keith Verdin (Yam).

125 PRO: 1. Jeff Pestana (Suz); 2. Dan Paladino (Yam); 3. Dean Matson (Suz); 4. Jeff Brownlee (Yam); 5. Cody Killam (Yam).

250 BEG: 1. Joe Rodriguez (Yam); 2. Jason Cameron (Yam); 3. Chris Moorehouse (Yam), 4. Michael Carnes (Yam); 5. John Delbridge (Suz).

250 NOV: 1. Jon Replogle (Kaw); 2. Billy Jurevich (KTM); 3. Levi German (Yam); 4. Nick Bainbridge (Kaw); 5. Chris Loredo (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. Jeremy Santoro (Yam); 3. Ron DeJesus (Yam); 4. Cory Morais (Yam); 5. Dylan Vicha (Yam).

250 PRO: 1. Naoki Serizawa (Hon); 2. Jeff Pestana (Suz) 3. Dan Paladino (Yam); 4. Dean Matson (Suz); 5. Jeff Brownlee (Yam).

500 PRO: 1. Naoki Serizawa (Hon); 2. Dean Matson (Yam); 3. Jon Nelson (Yam); 4. Jeff Brownlee (Yam); 5. Cliff Cook (Yam).

25+ BEG: 1. Anthony Leimas (Yam); 2. Jeff Beaubier (Hon); 3. Michael Taylor (Hon).

25+ NOV: 1. Dean Davis (Yam); 2. R.K. Field (Suz); 3. James Ptarcinski (Yam); 4. Brooke Shaw (Hon); 5. Joey Ruiz (Hon).

25+ INT: 1. Mike Hodges (Suz); 2. Geoff Woods (Suz); 3. Mark Klausen (Suz), 4. Eddie Reed (Yam); 5. Brandon Jones (Yam).

25+ EX: 1. Eric Ducray (Yam).

30+ BEG: 1. John Stump (Hon); 2. Allen Blanco (Yam); 3. Vince Gusande (Hon); 4. Dean Looskey (Yam); 5. Aaron Garfinkel (Yam).

30+ NOV: 1. R.K. Field (Suz); 2. David Harvey (Kaw); 3. George Horne (Hon); 4. Craig Ranells (Yam); 5. Jon Gibb (Kaw).

30+ INT: 1. Shane Verdin (Kaw); 2. Rai Holster (Yam); 3. Geoff Woods (Suz); 4. Mike Hodges (Suz); 5. John Moore (Hon).

30+ EX: 1. Jon Zahrt (Kaw); 2. Merle Hammer (Kaw); 3. Greg Covert (Yam); 4. Bob Dunham (Yam); 5. Todd Lehman (Yam).

30+ PRO: 1. Jeff Pestana (Suz); 2. Terry Bostard (Yam); 3. Jon Nelson (Suz); 4. Kevin Cordua (Hon); 5. Rob Foisberg (Yam).

35+ NOV: 1. Craig Ranells (Yam); 2. Jon Gibb (Kaw); 3. Jim Enos (Suz); 4. John Stump (Hon), 5. Bill McCasland (Hon).

35+ INT: 1. John Moore (Hon); 2. John Matalamaki (Suz); 3. John Stapleton (Suz); 4. Kevin Wilkensen (Suz); 5. Greg Pennington (Suz).

40+ NOV: 1. Ed Pegada (Hon); 2. Rob Dresser (Yam); 3. Steve Bacchini (Kaw); 4. Bobby Lynch (Yam); 5. Tim Donalson (Kaw).

40+ INT: 1. Joseph Gonzales (Yam).

Tyson Hadsell won the 125cc and 250cc A divisions at round three of the AMA Florida Winter Series, held at Sunstate Raceway in Ona, Florida.

Unlimited Sports Florida Winter AMA Series

Lorusso shines at Sunstate

By Kyle Myers

ONA, FL, JAN. 17

Tony Lorusso and James Stewart won big at round three of the Unlimited Sports Florida Winter AMA Series, held at Sunstate Raceway. Lorusso topped the 125cc and 250cc Pro classes, while Stewart scored a hat trick by winning the 80cc (12-13), Supermini and 125cc Youth divisions. More than 375 riders from 16 states - as well as England, Canada and Panama - competed on the sandy circuit for Yamaha and Kawasaki contingency bucks.

When the gate dropped for the first 250cc Pro moto, RM-mounted Lorusso led the 20-rider field into turn one, with Anthony Pocorobba, Charles Duffy, Barry Carsten and Kenny Yoho giving chase. Sand specialist Lorusso quickly opened up a lead, while Carsten was pressuring Pocorobba for the second spot. Carsten moved by Pocorobba, as did Tyson Hadsell, Keith Johnson and Yoho. Pocorobba then pulled off the track with bike problems.

Lorusso continued to lead, and he scored the uncontested win over Carsten. Johnson came home third after passing Hadsell late in the race. Yoho rounded out the top five positions.

In moto two, Lorusso again jumped out to the early lead over Pat Barton, Hadsell, Jeremy Shuttleworth and Johnson. Hadsell quickly moved by Barton but found that Lorusso had already checked out. Barton held on to third until the halfway point of the moto, when Johnson slipped by and began to close in on Hadsell for the runner-up spot. On the next lap, Johnson piloted his YZ400 around Hadsell, but he was still two seconds behind Lorusso. Lorusso crossed the finish line to take the win ahead of Johnson, Hadsell and Carsten, who started in the back of the pack and displaced Barton for fourth with two laps to go. Barton claimed fifth.

Lorusso picked up where he left off on his 250 by grabbing the holeshot in the first 125cc moto. Ryan Voase, Hadsell, Johnson and Pocorobba followed. Hadsell, Johnson and Pocorobba moved by Voase, sending him back to fifth. Meanwhile, Carsten started outside the top 10, but he was the fastest rider on the track and he soon caught up to the front-runners.

Lorusso opened up a small lead while Hadsell was feeling the pressure of Johnson from behind. Johnson made his move on lap nine and pressed Hadsell as Carsten slipped by Pocorobba for fourth. When the two-lap board came out, Lorusso had the win in the bag, but second place was still a toss-up between Johnson, Hadsell and Carsten. Carsten struck first and motored by Hadsell; then Johnson experienced some problems and Carsten and Hadsell raced by. As the checkered flag came out, Lorusso flew across the finish line, with Carsten, Hadsell, Johnson and Voase rounding out the top five places.

In moto two, Hadsell rocketed out of the gate to lead Lorusso, Carsten, Johnson and Duffy. Hadsell's lead lasted only one lap, as Lorusso steamrollered by and brought Carsten with him. Carsten stayed close for the entire 20 minutes of the moto but came up short. Hadsell held off a hard-charging Johnson, just beating him to the line. Duffy came home a lonely fifth.

Hadsell also competed in the 125cc and 250cc A classes. Hadsell won all four motos to take home a chunk of Yamaha money.

Team Green/Fox/Oakley-backed James Stewart topped the 80cc (12-13) and Supermini division with a four-moto sweep. Suzuki pilot Bryan Johnson claimed second in both classes. Stewart's biggest win came in the 125cc Youth class. Riding a KX100, Stewart used consistency and a little luck to win the class with a 4-1 tally.

In the first moto, Troy Adams covered the field as he won the opening moto over Shane Bartholf, Dan Truman and Stewart. In moto two, Stewart kept it on two wheels and kept the throttle pinned to win the all-important second moto. Truman finished in the runner-up spot over Bartholf and Adams, who could only muster a fourth in moto two.

Matt Crown traded in his RM for the weekend, dusted off his KX and posted a four-moto sweep in the Over 25 and Over 30 divisions. In the Over 25 class, fellow Michigan racer Jeff Curry made it down from the snow to grab second on his new YZ. Crown also raced the 250cc A class and scored third with a 3-4 tally. CN

Sunstate Raceway
Ona, Florida
Results: January 17, 1999 (Round 3)

P/W (4-6): 1. Zac Freeberg (Cob); 2. Tyler Moore (Cob); 3. Preston Thomas (Cob); 4. Dylan Bantam (Lem); 5. Robby Russ (Cob).

P/W (7-8): 1. Dominic Izzi (Cob); 2. Orlando Hamilton (Cob); 3. Dustin Solovitch (Cob); 4. Ryan Lawmon (Cob); 5. Jeff Milleavey (Cob).

60 (7-9): 1. Ricky Renner (Kaw); 2. Dean Dyess (Kaw); 3. Kyle Keylon (Kaw); 4. Sean Hackley (Kaw); 5. Mike Nicolini (Kaw).

60 (10-11): 1. Ian Millett (Kaw); 2. Danny Weyer (Kaw); 3. Mike Tippin (Kaw); 4. Brian Revell (Kaw); 5. Nic Lane (Kaw).

80 (7-11): 1. Davi Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. D.C. Clark (Suz); 4. Josh Lichtler (Kaw); 5. Jimmy Keys (Yam).

80 (12-13): 1. James Stewart (Kaw); 2. Bryan Johnson (Suz); 3. Nick Adams (Kaw); 4. Nathan Davenport (Kaw); 5. Matt Goerke (Yam).

80 (14-15): 1. Drew Kain (Yam); 2. Augie Lieder (Suz); 3. Scott Perry (Kaw); 4. Eric Stewart (Yam); 5. Jesse Richards (Yam).

S/MINI: 1. James Stewart (Kaw); 2. Bryan Johnson (Suz); 3. Nathan Davenport (Kaw); 4. Zac Lundy (Hon); 5. Nick Adams (Kaw).

YTH (12-15): 1. James Stewart (Kaw); 2. Dan Truman (Kaw); 3. Shane Bartholf (Kaw); 4. Troy Adams (Suz); 5. Natt Barnes (Kaw).

125 A: 1. Tyson Hadsell (Yam); 2. Marcus Pedrero (Suz); 3. Jarrett Tipping (Suz); 4. Mike Stevenson (Yam); 5. Chet Hodges (Yam).

125 B: 1. Troy Adams (Suz); 2. Ben Riddle (Kaw); 3. Shane Bartholf (Kaw); 4. Jarrett Lane (Yam).

125 C: 1. Jerry Jackson (Kaw); 2. Ronnie Monk (Yam); 3. Ralph Martin (Kaw); 4. Ed Higgins (Yam); 5. Darryl Lind (Yam).

250 A: 1. Tyson Hadsell (Yam); 2. Jarrett Tipping (Suz); 3. Matt Crown (Kaw); 4. Mark Wundrack (Kaw); 5. Jeremy Shuttleworth (Yam).

250 B: 1. Ben Riddle (Kaw); 2. Kyle Farnett (Suz); 3. Tom Parsons (Yam); 4. Dan Truman (Yam); 5. Clint Shealy (Kaw).

250 C: 1. Nathan Bannister (Kaw); 2. Mike Delando (Yam); 3. Darryl Lind (Yam); 4. Brook Thorpe (Kaw); 5. Alexis Andreu (Kaw).

25+: 1. Matt Crown (Kaw); 2. Jeff Curry (Yam); 3. Rudy Waller (Yam); 4. Mark Beamer (Suz); 5. Kevin Cozadd (Hon).

30+: 1. Matt Crown (Kaw); 2. Brad Ruel (Yam); 3. John Lundy (Suz); 4. Mark Beamer (Suz); 5. Todd Hensley (Hon).

35+: 1. John Lundy (Suz); 2. Sam Allen (Yam); 3. David Ellis (Hon); 4. Dave Wagner (Yam); 5. John Starling (Suz).

40+: 1. Davis Ellis (Hon); 2. Jerry Sales (Yam); 3. Chet Malito (Yam); 4. Dave Wagner (Yam); 5. Barry Mayo (Suz).

50+: 1. Barry Mayo (Suz); 2. George Singler (Yam); 3. Frank Carillo (Hon); 4. Dave Curry (Yam); 5. Mike Alson (Suz).

16-24: 1. Mark Wundrack (Kaw); 2. Clint Shealy (Kaw); 3. Dustin Keuntjes (Suz); 4. Robert Stevenson (Hon); 5. Spence Jones (Kaw).

4-STRK: 1. Justin Brusseau (Yam); 2. Steve Rush (Yam); 3. Bryan List (Yam).

125 PRO: 1. Tony Lorusso (Suz); 2. Barry Carsten (Suz); 3. Tyson Hadsell (Yam); 4. Keith Johnson (Yam); 5. Pat Barton (Suz).

250 PRO: 1. Tony Lorusso (Suz); 2. Keith Johnson (Yam); 3. Barry Carsten (Suz); 4. Tyson Hadsell (Yam); 5. Jeremy Shuttleworth (Yam).

Toyota Gold Cup Formula One Road Race
Round 1

Graves buries the competition

By Eric Vincent

ROSAMOND, CA, JAN. 16-17

Chuck Graves survived an intense challenge from Curtis Adams to capture the Toyota Gold Cup Formula One Road Race at the first round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Graves and Adams wasted little time in powering into the lead, setting up another fierce battle between the two longtime competitors. Dean Vincent was fastest off the line, but he was caught and passed by Graves on his Michelin-shod Yamaha R1 and Adams on his Dunlop-shod Suzuki GSXR1100.

By lap three, Mark Miller had threaded his way through the pack after starting near the back of the grid, and he closed up on Vincent. Entering the back straight, Miller twisted the throttle and powered past Vincent to take over third. Shortly thereafter, Lucio Nicolodi moved past Vincent and began challenging Miller.

By the halfway mark of the 12-lap event, a tight two-rider battle was under way for the lead between Graves and Adams, and an equally close fight was under way for third between Nicolodi and Miller. At the end of lap seven, Nicolodi powered around the outside of Miller rounding the long turn-eight sweeper. A lap later, Miller drafted Nicolodi down the front straight and powered back into third entering the first turn.

On lap 10, the battle for the lead heated up as Adams moved to the outside of Graves coming out of turn six and passed him. At the start of lap 11, Adams and Graves were side by side down the front straight, with Graves snagging the lead coming out of turn one. But Adams was not ready to give up and he made a daring pass by dropping to the inside of Graves in turn four.

At the start of the final lap, Graves retook the lead in turn one. Adams made several more attempts to pass Graves, but an incident and waving yellow flags in turn eight prevented any passing on that part of the race track. A final attempt to draft and pass Graves came up just short as the racers rocketed to the line. Graves took the victory, with Adams second and Miller third.

In the Bridgestone/Racers Edge Formula Two GP, Ken Chase got a great start off the line; he was followed by Bryan Kovarick and John Hopkins. A hard-charging Chuck Sorensen quickly made his presence felt, and he had moved up into the lead after the first few turns. Sorensen quickly accelerated away from the rest of the pack, leaving a three-rider battle for second.

Midway through lap three of the 10-lap event, Hopkins slowed dramatically and pulled out of the race with a mechanical problem. That left Chase in second and Kovarick in third. Yet another challenger entered the fray a few turns later when Brian LeFevre emerged in fourth. Both Kovarick and LeFevre managed to move past Chase near the halfway point of the race, but Chase quickly recovered and retook second.

Coming down the front straight for the checkered flag, Kovarick was drafting Chase and made a final attempt to pass but came up just short. At the line, it was Sorensen with the win, followed by Chase second and Kovarick third. CN

Willow Springs Raceway
Rosamond, California
Results: January 16-17 1999 (Round 1)

F-1: 1. Chuck Graves (Yam); 2. Curtis Adams (Suz); 3. Mark Miller (Yam); 4. Lucio Nicolodi (Duc); 5. Dean Vincent (Yam).

F-2: 1. Chuck Sorensen (Hon); 2. Ken Chase (Suz); 3. Bryan Kovarick (Suz); 4. Brian LeFevre (Yam) 5. Richard Padilla (Yam).

F-3: 1. LaVaughn Daniel (Hon); 2. John Ulrich (Hon); 3. Erik Dadej (Hon); 4. Christopher Waller (Hon); 5. Stephen Bowline (Hon).

F-40: 1. Paul Vogel (Suz); 2. Stephen Hewitt (Hon); 3. Peter Robbins (Duc); 4. David Molitor (Yam); 5. Mike Skidgel (Kaw).

500 S/STK: 1. Joe Hammond (Bue); 2. David Finnerty (Yam); 3. Aaron Lunsford (Yam); 4. Evans Brasfield (Kaw); 5. Jamie Gilbert (Kaw).

600 S/STK: 1. Bryan Kovarick (Suz); 2. Sam Carnibucci (Hon); 3. Tony Doran (Suz); 4. Shawn Bauer (Hon); 5. Tony Meiring (Hon).

750 S/STK: 1. Vincent Haskovec (Kaw); 2. Jeff Hagan (Yam); 3. Paul Vogel (Suz); 4. Bryce Gross (Suz); 5. John Pearson (Suz).

OPEN S/STK: 1. Stephen Hewitt (Yam); 2. Johnny Page (Yam); 3. Grady Bethune (Yam); 4. Susan Zobler (Hon).

550 S/BK: 1. Shawn Cash (Suz); 2. Jim Dobson (Yam); 3. Aaron Lunsford (Yam); 4. Dave Finnerty (Bue); 5. Erik Halseth (Suz).

650 S/BK: 1. Jack Pfeifer (Hon); 2. Ken Chase (Suz); 3. Bryan Kovarick (Suz); 4. Vincent Haskovec (Kaw); 5. Jacob West (Suz).

750 S/BK: 1. Vincent Haskovec (Kaw); 2. Ken Chase (Suz); 3. Richard Headley (Duc); 4. Jeff Hagan (Yam); 5. Frank Aragaki (Kaw).

OPEN S/BK: 1. Chuck Graves (Yam); 2. Curtis Adams (Suz); 3. Frank Aragaki (Kaw); 4. Dean Vincent (Yam); 5. Naoto Muroki (Yam).

500 MOD PROD: 1. Joe Hammond (Yam); 2. David Finnerty (Yam); 3. Brian Osborne (Suz); 4. James Hillier (Kaw); 5. Aaron Lunsford (Yam).

600 MOD PROD: 1. Jack Pfeifer (Hon); 2. Bryan

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Kovarick (Suz); 3. Sam Carnibucci (Hon); 4. Jacob West (Suz); 5. Tony Meiring (Hon).

750 MOD PROD: 1. John Pearson (Suz); 2. Bryce Gross (Suz); 3. Chris Taylor (Suz); 4. Mark Chadwick (Suz); 5. Mike Skidgel (Kaw).

OPEN MOD PROD: 1. Kevin President (Yam); 2. Richard Headley (Yam); 3. Stephen Hewitt (Hon); 4. Johnny Page (Yam).

BOTT L/W: 1. James Hillier (Kaw); 2. Jerry Jirkovsky (Kaw); 3. John Sweeney (Kaw); 4. Michael Doyle (Kaw); 5. Brian Osborne (Kaw).

BOTT M/W: 1. Mick Ofield (Duc); 2. James Hillier (Kaw); 3. Charles Burnett (Hon); 4. Robert Sgarbossa (Hon); 5. Richard Haas (Duc).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Richard Headley (Yam); 3. Claudio Szyszkowki (Duc); 4. Larry Schnur (Duc); 5. Peter Robbins (Duc).

500 SGL: 1. Carlin Dunne (Hon); 2. Steven Allen (Suz); 3. Paul Nielsen (Hon).

660 SGL: 1. Danny Farnsworth (Hon); 2. Pat Cody (MZ).

F-SGL: 1. Carlin Dunne (Hon); 2. Steven Allen (Suz); 3. Danny Farnsworth (Hon); 4. Paul Nielsen (Hon); 5. Pat Cody (MZ).

L/W VINT: 1. Jim Dobson (Yam); 2. Carlin Dunne (Hon); 3. Paul Nielsen (Hon); 4. Danny Farnsworth (Hon); 5. Steven Allen (Suz).

H/W VINT: 1. Dennis Fryer (Hon); 2. Jim Dobson (Yam); 3. Todd Boudreaux (Kaw); 4. Brad Gitchell (Suz); 5. Scott Fabbro (Suz).

0-500 L/W NOV: 1. Red Star Cleveland (Yam); 2. Christopher Campos (Hon); 3. Maurice Webb (Hon); 4. Steven Moonitz (Yam); 5. Aaron Gowatch (Hon).

501-650 M/W NOV: 1. Johnny Perez (Suz); 2. Gerald Rud (Suz); 3. Rich Thorwaldson (Hon); 4. Damon Datchuck (Hon); 5. Timothy Hallbeck (Kaw).

651-OPEN H/W NOV: 1. Gerald Rud (Suz); 2. Michael Swanson (Kaw); 3. Noboru Miyagawa (Kaw); 4. Jimm Groshong (Hon); 5. Rich Thorwaldson (Hon).

Villa victorious at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, JAN. 23

The midweek rains that left Glen Helen's soil moist and tacky must have been to Michael Villa's liking, as he romped to two convincing moto wins over the Vet Beginner class at Racing Enterprises Motorsports' weekly Saturday motocross.

The start of the first moto saw Brian Lehman grab the holeshot on his CR250, with Villa in tow. Dave Hickerson ran third, while Skip Pulver held down fourth on his Yamaha. Rebecca Kukla rode her Kawasaki KX100 into the fifth spot as the pack completed lap one. Lehman opened up a small lead over the first few laps, but Hickerson began to pick up his pace and he soon ran up on Villa, who still held second. The two racers began to cut in to Lehman's advantage, and at the halfway mark in the moto they had closed to make it a three-way battle for the lead. The skirmish did not last long, as Hickerson crashed his RM and left the two Honda riders to duel for the moto win. Villa nagged Lehman closely for two laps before making his move in the back section to take over the lead.

Meanwhile, Kukla had closed on Hickerson, who had remounted but was struggling in third. When the white flag came out, Villa had pulled out a three-second lead on Lehman, who was still comfortably in second. Villa didn't lead every lap, but he did lead the last lap, and he took the first-moto win over Lehman. Hickerson was able to recover and salvage a third-place finish. Kukla was fourth, while KTM-mounted Daniel Coats rounded out the top five.

When moto two got under way, it was the Suzuki of Hickerson out front with the holeshot. Coats moved his machine into the second slot, while Villa settled into third. Pulver was fourth and Lehman was fifth as the racers cleared "Clutch-Kill Hill" on lap one. Hickerson's lead was short-lived, though, as he bailed off in the back section on lap two. Pulver he used the third lap to move around Coats, who had inherited the lead.

Villa, meanwhile, was involved in the Hickerson miscue, and he had stalled his machine, but he now rode in third. Lehman was fourth, and Hickerson recovered in fifth. Villa turned up the heat on his CR250, and just after the halfway mark of the moto he passed Coats and took over the second position. Over the next few laps, Pulver and Villa argued over the lead as the two riders rode in close formation. Once again Villa seemed to have a little more left at the end of the moto, and when the white flag came out, he went around Pulver to take over the lead.

At the checkers, it was Villa taking the win to complete his perfect day. Pulver rode in for second, while Hickerson charged around both Lehman and Coats on the last lap to claim third. Lehman was fourth, and Coats once again finished up in fifth.

On the day, Villa's 1-1 tally was good for the overall victory. Hickerson's 3-3 finishes earned him the second spot, while Lehman's 2-4 scores placed him third.

Results

80 NOV: 1. Sean Borkenhagen (Kaw); 2. John Mills (Kaw); 3. Ron Said (Yam).

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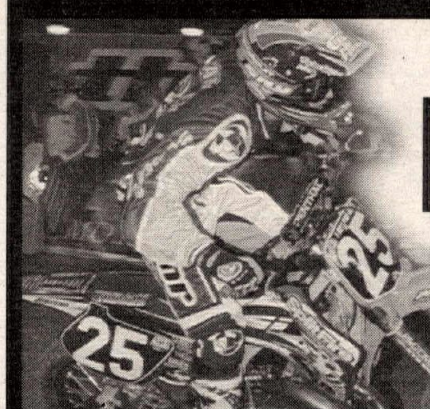

Phoenix, Arizona-January 23, 1999

RAMSEY GETS RESPECT

NATHAN RAMSEY GETS FIRST BIG WIN OF HIS CAREER

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(Above left) Tate Major won the 80cc (12-13) class during the arenacross doubleheader at the Oregon State Fairgrounds in Salem.
(Above right) Jimmy Patrick won the 80cc Beginner class during California Racing Club action at Los Angeles County Raceway.
(Left) Mike Wyrick raced to second place in the Over 25 Beginner class during REM Saturday motocross at Glen Helen Raceway.

125 BEG: 1. Chad Baer (Yam); 2. Ronnie Davis (Suz); 3. Chad Snyder (Kaw).

125 NOV: 1. Daryl McKenna (Yam); 2. Kevin Jennings (Yam); 3. Brian Lee (Suz).

250 NOV: 1. Dirk Davidow (Kaw); 2. Denny Davidow (Kaw); 3. Brian Stoner (KTM); 4. Colin Yates (Hon); 5. Cameron Coatney (Yam).

250 INT: 1. Chris Cooley (Kaw); 2. Dusty Nabor (Hon); 3. Bill Ryan (Suz).

VET BEG: 1. Michael Villa (Hon); 2. Dave Hickerson (Suz); 3. Brian Lehman (Hon); 4. Skip Pulver (Yam); 5. Daniel Coats (KTM).

VET NOV: 1. Donnie DeArman (Kaw); 2. Gary Harada (Kaw); 3. Willi Zarth (KTM); 4. Chris Alamangos (Kaw); 5. Harold Smith (KTM).

VET INT: 1. Fred Nichols (Yam); 2. Donn Maeda (Kaw); 3. Brad Diez (Yam); 4. Darin Nishimura (Yam); 5. Rocky Hash (Hon).

PRO: 1. Terry Fowler (Yam); 2. Willy Musgrave (KTM); 3. Gordon Ward; 4. Edward Novoa (Yam); 5. Jerry Black (Yam).

25+ BEG: 1. David Gladhill (Yam); 2. Mike Wyrick (Hon); 3. Robert Cummings.

40+ NOV: 1. Ruben Alvarado (Suz); 2. Mitch Evans (Kaw); 3. Kent Reed (Suz); 4. Leonard Kirschner (Hon); 5. Mike Cassell (Kaw).

40+ INT: 1. Scott Mays (KTM); 2. Rick Peterson (Hon); 3. Randy Skinner (Suz); 4. Greg Whitfield (Hon); 5. Mark Moore (Yam).

40+ EX: 1. Dennis Boulware (Yam); 2. Mark Hall (Yam); 3. Pete Vetrano (TM); 4. Dan Stoner (KTM); 5. Gary Scott (Yam).

40+ MSTR: 1. Ron Lawson (KTM); 2. Rich Eierstedt (Hon); 3. Marc Crosby (Kaw); 4. Mike Preston (Kaw); 5. George Kohler (Suz).

50+ INT: 1. Steve Jennings (Yam); 2. Steve Read (Yam); 3. Bill Lee (Suz).

50+ MSTR: 1. Alan Olson (Yam); 2. Lars Larson (KTM); 3. Jody Weisel (Kaw); 4. Ray Pisarski (Hon); 5. Bengt Johansson (Yam).

Metzler manhandles Salem Arenacross

By Clay Light

SALEM, OR, JAN. 15-16

Suzuki-mounted Ryan Metzler had an incredible weekend during CMC-sanctioned arenacross racing inside the confines of the Exposition Arena at the Oregon State Fairgrounds. On each of the two consecutive nights of racing, Metzler won two classes in his three-class quest.

Friday night, Metzler won the 125cc and 250cc Junior classes, and then added wins in the 250cc and Before The Hill Junior classes to join the other two-class winners - Sean Bergland, Justin Keeney, Tyson Lacey and Jon Kauffman.

Honda-mounted Tim Ricketts used a 2-1 tally to top Justin Jensen, who finished second via 3-2 placings in the 125cc Beginner class. Saturday night, however, Suzuki rider Brody Baxter took top honors in the class with a 1-1 sweep ahead of Ricketts' 3-2 placings.

Metzler had tough competition in the 125cc Junior class from fellow RM pilot Keith Kadell. Kadell grabbed the holeshot in the first moto on Saturday night and took advantage of a poor start by Metzler to forge ahead of the field, snagging the win by a wheel ahead of Metzler and KTM-mounted Will Wallace.

Metzler improved upon his first-moto start by running up front in the second contest to lead Kadell and the rest of the field. Kadell reversed the order and handed Metzler his only loss of the night. Metzler netted second, ahead of Austin Gettel, Travis Rigert and Wallace.

Metzler and Kadell met again, this time in the Before The Hill Junior class, but Metzler used his 250cc Suzuki to thwart Kadell's challenges in both motos. The win marked Metzler's second win after he had handily won both 250cc Junior motos earlier, ahead of Kawasaki rider Tye Crandall.

Another rider on a roll was Justin Keeney. Keeney clobbered the competition in the 60cc Senior class, beating out fellow KX rider Ajay Olinger for his first win. Keeney came soaring right back to lead Adam Metzler and the rest of the field in the 80cc combined-age-group classes. To finalize Keeney's sensational weekend of racing, he put his Honda out in front of the Supermini field to beat out his rival Tate Major.

Results

Friday

P/W (4-6): 1. Landon Currier (KTM); 2. Nickolas McMillan (KTM); 3. Glenn Prestholt (Cob); 4. Steele Angle-Davidson (Cob); 5. Thomas Nichols (Pol).

P/W (7-8): 1. Sean Berglund (KTM); 2. Tyler Craig (KTM); 3. Mark Wolf Jr. (Lem); 4. Brandyn Jasa (KTM); 5. Christopher Holland (Yam).

60 BEG: 1. Jared Berglund (Hon); 2. Nick Mueller (Kaw); 3. Jared Wood (Kaw); 4. Nick Brown (Kaw); 5. Kyle Hammontree (Kaw).

60 JR: 1. Sean Berglund (Hon).

60 SR: 1. Justin Keeney (Kaw); 2. Ajay Olinger (Kaw); 3. Shawn Haberlock (Kaw).

80 BEG: 1. Brett Wescott (Hon); 2. Ryan Huege (Hon); 3. Robert Grinstead (Yam); 4. Chris Banks (Yam); 5. Shawn Huege (Hon).

80 (9-11): 1. Justin Keeney (Hon); 2. Adam Metzler (Suz); 3. Brock Chappelle (Yam); 4. Kenneth Hammontree (Yam).

80 (12-13): 1. Tate Major (Kaw); 2. Race Lacey (Suz); 3. Pete Sannan (Kaw).

80 (14-16): 1. Chris Leiby (Yam); 2. Brandon Irish (Hon).

S/MINI: 1. Justin Keeney (Hon); 2. Tate Major (Kaw); 3. Race Lacey (Yam); 4. Adam Metzler (Suz); 5. Chris Leiby (Yam).

125 BEG: 1. Tim Ricketts (Hon); 2. Justin Jensen (Hon); 3. Jesse Crandall (Hon); 4. Greg Whiting (Yam); 5. Bradley Bowsher (Kaw).

125 JR: 1. Ryan Metzler (Suz); 2. Travis Rigert (Yam); 3. Chase Major (Kaw); 4. Jason Lytle (Hon); 5. Austin Gettel (Kaw).

125 INT: 1. Tyson Lacey (Suz); 2. James Hanson (Yam).

250 BEG: 1. Jeremy Thomson (Yam); 2. Dustin Cannoy (Hon); 3. Jeremy Warnicke (Yam); 4. Manny Mercier (Yam); 5. Sean Hagen (Hon).

250 JR: 1. Ryan Metzler (Suz); 2. Tye Crandall (Kaw); 3. Richard Tunnell (Yam); 4. Mark Miller (Kaw); 5. Nick Wilson (Hon).

250 INT: 1. Jon Kauffman (Suz); 2. Gary Terlecki (Kaw); 3. Eric Rogers (KTM); 4. Sean Connaghan (Kaw); 5. Chad Gilbert (Kaw).

OPEN AM: 1. Bill Graves (Yam).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR: 1. Cory Johnson (Yam); 2. Keith Kadell (Suz); 3. Travis Rigert (Yam); 4. Aaron Tunnell (Yam); 5. Ryan Metzler (Suz).

BTH INT: 1. Tyson Lacey (Suz); 2. Jon Kauffman (Suz); 3. Dustin Phillips (Yam); 4. Sean Connaghan (Kaw); 5. Chad Gilbert (Kaw).

UTH JR: 1. Richard Tunnell (Yam); 2. Sean Munroe (Hon).

OTH BEG: 1. Bill Graves (Yam); 2. Reece Johnson (Hon); 3. Brian Bitz (Hon).

OTH INT: 1. Linc Linebaugh (Hon).

WMN: 1. Randi Holbrook (Hon).

MINI OPEN: 1. Sean Berglund (KTM); 2. Nick Mueller (Kaw); 3. Jared Berglund (Kaw); 4. Jared Wood (Kaw); 5. Landon Currier (KTM).

Saturday

P/W (4-6): 1. Landon Currier (KTM); 2. Glenn Prestholt (Cob); 3. Steele Angle-Davidson (Cob); 4. Tyler Wells (Lem); 5. John Dickerson (KTM).

P/W (7-8): 1. Sean Berglund (KTM); 2. Derek Butzer (Cob); 3. Gared Steinke (Lem); 4. Joshua Bland (KTM); 5. Mark Wolf Jr. (Lem).

P/W (4-6) MOD: 1. Amanda Thorp (Yam); 2. Eric Thorp (Yam).

60 BEG: 1. Jared Wood (Kaw); 2. Derek Butzer (Yam); 3. Nick Brown (Kaw); 4. Jared Berglund (Hon); 5. Joshua Bland (Kaw).

60 JR: 1. Sean Berglund (Hon); 2. Danny Gubser (Kaw).

60 SR: 1. Justin Keeney (Kaw); 2. Ajay Olinger (Kaw).

80 BEG: 1. Ryan Huege (Hon); 2. Will Brown (Kaw); 3. Lars Lowery (Kaw); 4. Ricky Wuori (Yam); 5. Joshua Scott (Yam).

80 (9-11): 1. Justin Keeney (Hon); 2. Adam Metzler (Hon); 3. Shawn Kesler (Yam); 4. Travis McMackin (Hon); 5. Brock Chappelle (Yam).

80 (12-13): 1. Tate Major (Kaw); 2. Race Lacey (Suz); 3. Cody Buyas (Kaw).

80 (14-16): 1. Chris Leiby (Yam); 2. Shawn Staley (Suz); 3. Jason Staley (Yam).

S/MINI: 1. Justin Keeney (Hon); 2. Tate Major (Kaw); 3. Shawn Kesler (Yam); 4. Adam Metzler (Hon); 5. Chris Leiby (Yam).

125 BEG: 1. Brody Baxter (Suz); 2. Tim Ricketts (Hon); 3. Justin Jensen (Hon); 4. Kevin Meyer (Hon); 5. Justin Jensen (Hon).

125 JR: 1. Keith Kadell (Suz); 2. Ryan Metzler (Suz); 3. Austin Gettel (Kaw); 4. Travis Rigert (Yam); 5. Will Wallace (KTM).

125 INT: 1. Josh Fortier (Yam); 2. Tim Meyer (Hon); 3. Tyson Blood (Suz); 4. Keith Kadell (Suz).

250 BEG: 1. Jeremy Thomson (Yam); 2. Troy Watson (Suz); 3. Jared Warnicke (Hon); 4. Andy McKay (Suz); 5. Mick Korum (Hon).

250 JR: 1. Ryan Metzler (Suz); 2. Tye Crandall (Kaw); 3. Richard Tunnel (Yam); 4. Mark Miller (Kaw); 5. Edward Wagner (Kaw).

250 INT: 1. Jon Kauffman (Suz); 2. Eric Rogers (KTM); 3. Chad Gilbert (Kaw); 4. Sean Connaghan (Kaw); 5. Bradd Brunkal (Yam).

OPEN AM: 1. Michael Gamby (Yam); 2. Bill Graves (Yam); 3. Jeremie Fletcher (Yam).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR: 1. Ryan Metzler (Suz); 2. Keith Kadell (Suz); 3. Will Wallace (KTM); 4. Tye Crandall (Kaw); 5. Matt Crawford (Kaw).

BTH INT: 1. Jon Kauffman (Suz); 2. Josh Fortier (Yam); 3. Jamie Large (Hon); 4. Sean Connaghan (Kaw); 5. Chad Gilbert (Kaw).

UTH JR: 1. Richard Tunnel (Yam); 2. Edward Wagner (Kaw); 3. Alex Paterson (Hon).

OTH BEG: 1. Erik Sherrer (Kaw); 2. Bill Graves (Yam); 3. Troy Watson (Suz); 4. Bob Smith (Yam); 5. Andy McKay (Suz).

OTH INT: 1. Linc Linebaugh (Hon).

OTH JR: 1. Troy Ding (Hon).

WMN: 1. Rochelle Neimann (Yam); 2. Jennifer Wilson (Hon); 3. Randi Holbrook (Hon).

MINI OPEN: 1. Sean Berglund (KTM); 2. Derek Butzer (Kaw); 3. Jared Berglund (Kaw); 4. Jared Wood (Kaw); 5. Danny Gubser (KTM).

Gladhill great at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, JAN. 16

Bright skies and cool temperatures made for great racing conditions as Racing Enterprises

Motorsports kicked off their 13th year of promoting motocross in Southern California with the first of the weekly Saturday motocross races held at Glen Helen Raceway Park. One of the best contests of the day was in the Over 25 Beginner class, where David Gladhill tallied two hard-fought moto wins en route to his overall victory.

At the start of moto one, it was Yamaha rider Brian Pappalardo snagging the holeshot. Mike Wyrick pushed his CR250 into the second position, while Gladhill held third. Gary Taylor had his booming XR600 in fourth and Robert Cumming was fifth as the pack completed lap one. Pappalardo's lead was short-lived, however, as he bailed midway through the second lap and turned the lead over Wyrick.

Gladhill spent the next few laps pestering Wyrick, but he could never make a pass stick. Meanwhile, Pappalardo had remounted and was charging back into the fray at the front. Gladhill reacted well to the pressure of Pappalardo's charge, as he turned up the wick and finally managed to find a way around Wyrick. Once Gladhill had some open track in front of him, he turned up the heat on his YZ250 and held a five-second advantage on Wyrick when the white flag flew.

At the checkers, it was Gladhill in first, followed by Wyrick in second. Cumming took advantage of another bobble by Pappalardo and made a last-lap pass for third.

When the racers blasted off the line in moto two, it was the Honda of Wyrick out front with the holeshot. Pappalardo again started well: He held the second spot. Next was Cumming in third, while Kawasaki pilot Dave Linder positioned himself in fourth. Gladhill rounded out the top five.

Wyrick and Pappalardo engaged in a duel for the lead and the two racers began to separate themselves from the pack. Gladhill seemed to need a couple of laps to sort himself out, but by the halfway mark of the moto he had moved up into third.

Again, Pappalardo could not survive an entire moto unscathed: He crashed and was unable to continue. Gladhill moved right into Wyrick's shadow over the next few laps; then he put the pass on the Honda rider to take over the lead in the back section with two laps to go.

Wyrick was not done for the day, however, and he spent the next lap trying to bang, bash and burrow his way past Gladhill for the win. All of Wyrick's efforts came up short when he made a last-ditch attempt to overtake Gladhill three turns before the finish. The pass did not work and Wyrick briefly stepped off his machine. Exhausted, Gladhill coasted in for the win. Wyrick was able to recover quickly enough to take second, while Cumming once again finished up in third.

Results

80 BEG: 1. Travis May (Hon); 2. Jenny Mairena (Yam); 3. Phil Hart (Suz).

125 BEG : 1. Ben Stuelke (Suz); 2. Kyle Ingham (Hon); 3. Chad Boer (Yam); 4. Shane McCassy (Kaw); 5. Mike Scott (Yam).

125 NOV: 1. Cliff Jennings (Yam); 2. Kevin Jennings (Yam); 3. Nils Berge (Hon); 4. Bill Walthem (Suz); 5. Brian Sills (Yam).

250 NOV: 1. Dirk Davidow (Kaw); 2. Denny Davidow (Kaw); 3. Mark Oldroyd (Hon); 4. Chuck Henson (Hon); 5. Brian Stoner (KTM).

25+ BEG: 1. David Gladhill (Yam); 2. Mike Wyrick (Hon); 3. Robert Cumming (Hon); 4. Dave Linder (Kaw); 5. Gary Taylor (Hon).

VET BEG: 1. Jim Gladhill (Yam); 2. Becky Kukla (Kaw); 3. Gator Scalzo (Yam).

VET NOV: 1. Keith Stoner (KTM); 2. Marcus Havins (Yam); 3. Tom Mellor (Kaw); 4. Bill Georgi (Kaw); 5. Mike Scott (Suz).

VET INT: 1. Rob Engel (Yam); 2. Fred Nichols (Yam); 3. Stephen Watson (Kaw); 4. Doug Phelan (Yam); 5. Brad Diez (Yam).

PRO: 1. James Marsh (KTM); 2. Willy Musgrave (KTM); 3. Monte Perepelkin (Yam); 4. Kevin Gray (Yam); 5. Mike Faye (Suz).

40+ NOV: 1. Tim Williams (Kaw); 2. Mitch Evans (Kaw); 3. David Hayes (Hon).

40+ INT: 1. Willy Haney (Suz); 2. Jeffrey Arzouman (Yam); 3. Jon Whitcomb (Hon); 4. Curt Insley (Yam); 5. Scott Mays (KTM).

40+ EX: 1. Gary Scott (Yam); 2. Mark Hall (Yam); 3. Ted Kukla (Yam); 4. Dennis Boulware (Yam); 5. Dan Stoner (KTM).

40+ MSTR: 1. Ron Turner (Yam); 2. Mark Brooks (Kaw); 3. Ron Lawson (Yam); 4. Paul Vogelsang (Yam); 5. Marc Crosby (Kaw).

50+ MSTR: 1. Lars Larson (KTM); 2. Bengt Johansson (Yam); 3. Horst Leitner (Yam); 4. Jody Weisel (Kaw); 5. Ray Pisarski (Hon).

Patrick prevails at CRC Motocross

By Greg Robertson

PALMDALE, CA, JAN. 17

California Racing Club's first motocross of the year, held at Los Angeles County Raceway, saw Jimmy Patrick split moto wins with Matt Elliott to earn the 80cc Beginner-class overall honors.

Elliott jumped out to the early first-moto lead, but it was short-lived, as Patrick and Brannen McGinnis pushed him back a couple of places on the opening lap. From there, Patrick led every lap to take the win by a comfortable margin. Elliott hounded McGinnis for much of

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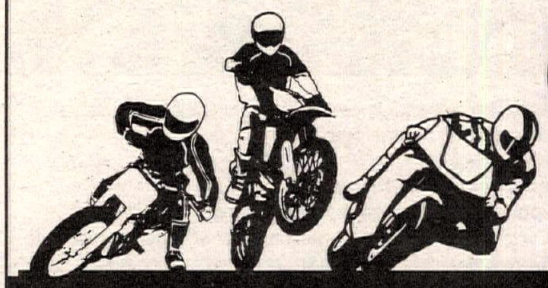
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the race but had to settle for third in the end. Timothy McDaniel kept Zack Brown at bay for fourth.

It was Mountain Motorsports-backed CR80 jockey Elliott who got down the start straight the quickest to lead Patrick, Richard Marchant and McGinnis in round two. Patrick camped out on Elliott's back fender for the first couple of laps before Elliott was able to eventually pull away for the win. Patrick's runner-up finish was just what he needed to sew up the overall. Elliott took home the second-place trophy over McGinnis.

Eric Willis ran away with the first 125cc Novice moto win over Gerard Patin Jr. and Shawn Trabert.

Willis suffered a bad start in the second moto but was well on his way to working up through the field on his YZ125 when he collided with Billy Dillenberger on lap two, forcing a restart of the race.

Patin was the dominant rider off the restart and continued uncontested to take home the overall on a 2-1 performance. Trabert came from out of the pack to go 3-3 for second overall, topping the 5-2 of Deuce Rutledge.

Kawasaki of Riverside's Casey Logan came back to win the second 60cc (9-11) moto and claim the overall over the 1-2 score of Kyle Bergantz. Shana Rhinehart kept her KX60 ahead of Preston Lundin for a pair of third-place finishes.

Kyle's older brother Aaron came out on top in a tough 80cc (12-13) contest. Bergantz had his hands full with Chris Nihan in both motos, but he prevailed in the end.

Results

P/W BEG: 1. Chance Lippie (KTM); 2. Bryan Howells (KTM); 3. Jamison Jordan (KTM); 4. Brandon Colbert (KTM).

P/W YAM STK: 1. Sean Robison (Yam); 2. A.J. Horton (Yam); 3. Nicholas Legg (Suz); 4. Zach Spriner (Yam); 5. Ryan Robison (Yam).

S/P/W (4-6): 1. Keith Robinson (Cob).

S/P/W (7-9): 1. Chase Lippie (KTM).

60 BEG: 1. Cody Shearer (Kaw); 2. Andy Delarge (Kaw); 3. Christian Melhorn (Kaw); 4. Ken Slater Jr.; 5. Tony Nataro (Kaw).

60 (4-8): 1. Garrett Lilly (KTM).

60 (9-11): 1. Casey Logan (Kaw); 2. Kyle Bergantz (KTM); 3. Shana Rhinehart (Kaw); 4. Preston Lundin (Kaw).

80 BEG: 1. Jimmy Patrick (Yam); 2. Matt Elliott (Hon); 3. Brannen McGinnis (Yam); 4. Chris Cordos (Kaw); 5. Timothy McDaniel (Yam).

80 (7-11): 1. Kyle Bergantz (Yam).

80 (12-13): 1. Aaron Bergantz (Yam); 2. Chris Nihan (Suz); 3. Blake Margheim (Yam); 4. Darin Chisholm (Yam).

80 (14-16): 1. Sam Scanlon (Hon).

B/W: 1. Mike Epstein (Yam).

WMN: 1. Shana Rhinehart (Kaw); 2. Elizabeth Bosh (Yam).

125 BEG: 1. Chris Taylor (Yam); 2. Matt Simpson (Hon); 3. Ryan Robertson (Suz); 4. Neil Chisholm (Hon); 5. Kit Kunath (Yam).

125 NOV: 1. Gerard Patin Jr. (Yam); 2. Shawn Trabert (Kaw); 3. Deuce Rutledge (Hon); 4. Andrew Cordos (Yam); 5. Eric Willis (Yam).

125 INT: 1. Eric Anderson (Yam); 2. Brent Gilliam (Yam).

250 BEG: 1. Neil Chisholm (Hon); 2. Robert Young (Yam).

250 NOV: 1. Stephen Craig (Suz).

250 INT: 1. Mark Allen (Kaw); 2. Robbie Dunham (Yam).

250 PRO: 1. Dustin Evans (Hon); 2. D.J. Sweany (Yam).

JR VET BEG: 1. Myan Spaccarelli (Yam); 2. Troy Robinson (Hon).

JR VET NOV: 1. Shane Ramey (Hon); 2. Pasha Afshar (Yam); 3. Shy Moshe (Suz).

VET BEG: 1. Nickie Dally (Suz); 2. Fred Jordan (Kaw).

VET NOV: 1. Jack Miller (Yam); 2. David Williams (Hon); 3. Shy Moshe (Suz); 4. Pasha Afshar (Yam).

VET EX-PRO: 1. Jimmy Roberts (Hon); 2. Edwardo Flippo (Hon).

SR NOV: 1. Ken Slater Sr. (Kaw).

SR AM: 1. Bob Tocco (Kaw); 2. Bob Dunham (Yam); 3. Chris Cumbo (Yam).

SR EX: 1. Edwardo Flippo (Hon); 2. Alan Delarge (Hon); 3. Randy Schwalenberg (Yam).

O/T NOV: 1. Bruce Hoover (Kaw); 2. Fred Kalmick (Kaw); 3. Raleigh Webster (Hon); 4. Vance Johnston (Yam); 5. Dave Rutledge (Hon).

O/T AM: 1. Charles Howell (Yam); 2. Jeff Petton (Kaw); 3. Jeff Hawthorne (Suz); 4. Ken Beach (Yam); 5. Dennis Tooman (Kaw).

O/T EX: 1. Gary Willison (Kaw); 2. Kirk Freeman (Yam); 3. Scott McDonnall (Hon); 4. Bob Dunham (Yam); 5. Larry Williams (Yam).

O/T MSTR A: 1. Alan Delarge (Hon).

O/T MSTR B: 1. Randy Schwalenberg (Yam); 2. Fred Willis (Kaw); 3. Mike Chesbro (Yam); 4. Bill Schultz (Yam); 5. R. Townley (Yam).

Turner flies high at Glen Helen

By Bob Alloy

SAN BERNARDINO, CA, JAN. 16

The Riverside Old-Timers Motocross Club started their first race of the year at the newly designed REM Motocross at Glen Helen. The new track layout included a horrendous uphill with loose sand and rocks that at times became littered with downed riders.

Master A-class racer Ron Turner, however, had no problems on the uphill as he raced to victory in both motos.

In Master B-class action, Dennis Middleton shot out with the lead, but on lap three Jon Whitcomb put the pass on Middleton. After falling back to second, Middleton crashed and fell a lap back before he could get restarted. Whitcomb held his lead to finish first, followed by second-place finisher Jack Roten.

Whitcomb got the holeshot in moto two and kept on the gas for six laps to finish ahead of the

competition. Roten followed in with another second place.

David Wallace was the big winner in moto one of the Expert class. George Spearing started out way back in the pack but powered on to take second place on lap five of the eight-lap affair. Spearing held on to the runner-up spot to the finish.

It was Steve Read out in front in moto two, but Wallace found a way around him and took over for another win and first overall on the day. Again, Spearing worked his way through the pack to claim another second.

Barry Hale flew his KTM into the lead in Amateur competition. On lap four, however, Frank Derby passed Hale for the lead. Derby went down in the fifth lap, allowing Randy Bruce to take command and win the moto. Hale held second and Dennis Rosenberg raced his YZ400 into third.

Rosenberg took the lead in moto two but fell back by the second lap, which was then owned by John Clemens. During the fifth lap, Clemens crashed and Bruce took over the lead and went on to win the moto. Wayne Rutledge overcame his poor start and really moved to wrap up second. Rosenberg crossed over with third.

The first moto of Novice-class action began with Chuck Woody getting the holeshot, but Phil Blackburn maneuvered his KTM past Woody on lap two. Riding a new KTM, Berry Simon passed Blackburn for the lead and the win. Blackburn claimed second and Woody settled for third.

Woody took the lead in moto two, but it was Blackburn taking the win with and first overall. Woody was second and John Webb rounded out the top three.

Results

NOV: 1. Phil Blackburn (KTM); 2. Chuck Woody (Yam); 3. Barry Simon (KTM).
AM: 1. Randy Bruce (Yam); 2. Dennis Rosenberg (Yam); 3. Barry Hale (KTM).
EX: 1. David Wallace (Yam); 2. George Spearing (Kaw).
MSTR A: 1. Ron Turner (Yam).
MSTR B: 1. Jon Whitcomb (Hon); 2. Jack Roten (Hon).

Top Texans take two classes

By Deb Hershman

FORT WORTH, TX, JAN. 17

Josh Demuth, Chase Reed, Jonathan Kerr and Steve Hill all earned double event wins in the final round of the Top Texan Series, held at the Mosier Valley Motocross USA.

Demuth grabbed the holeshots in both the 125cc and 250cc Expert events on his way to the class wins.

"I felt really good," Demuth commented after his double wins. "I pulled the holeshots. I've been practicing a lot on the holeshots and working out a lot, trying to get ready for the Supercross series."

Central Yamaha/LCS-backed Chase Reed collected his two overall wins in the 125cc Intermediate and 125cc Open Amateur events. In moto one of the Intermediate race, Reed led a wire-to-wire battle to the checkered flag. In moto two, Reed had to battle with Team Green/LCS-powered Adam Mennenga and North Texas Yamaha-backed Beau Boynton, until Reed claimed the lead on lap four for the overall win. The top five overall were Reed, Mennenga, Boynton, Nathan Hale and Scott Hershman.

Moto one of the 125cc Open race saw Team Green's Jeremy Durrett leading most of the race while a battle for second heated up between several riders including Geoff Mayfield, Scotty Tremble, Chase Reed, Scott Hershman, Ryan St. Cyr and Brian Walker. Reed went down hard in the whoops but rebounded and charged hard to get the win.

Mennenga led the charge off the gate in moto two to the checkered flag, while Reed fought his way up through the pack from a seventh-place start to finish second. Reed's 1-2 earned the top spot over Mennenga's 5-1 and Durrett's 3-3. Geoff Mayfield's 4-4 earned him fourth, and Scott Hershman finished fifth with a 6-5 tally.

Reed just missed bringing home a triple crown for the day in the 250cc Intermediate class. Reed rode hard but could only manage to come in second to Nathan Hale's 2-1 moto finishes.

Team Green's Jonathan Kerr rode his LCS-powered Kawasaki to the overall win in moto two of the 80cc Open class, beating moto one's winner, 80cc (14-16) rider Chad Cook. Although Cook went wire to wire in moto one, the second moto had Kerr taking the lead from Cook. Kerr's dual overall win came in the 80cc (12-13) class with 1-1 motos.

Yamaha-mounted Steve Hill claimed dual overall wins in the Over 25 Intermediate and Over 30 Intermediate classes by winning all four of his motos.

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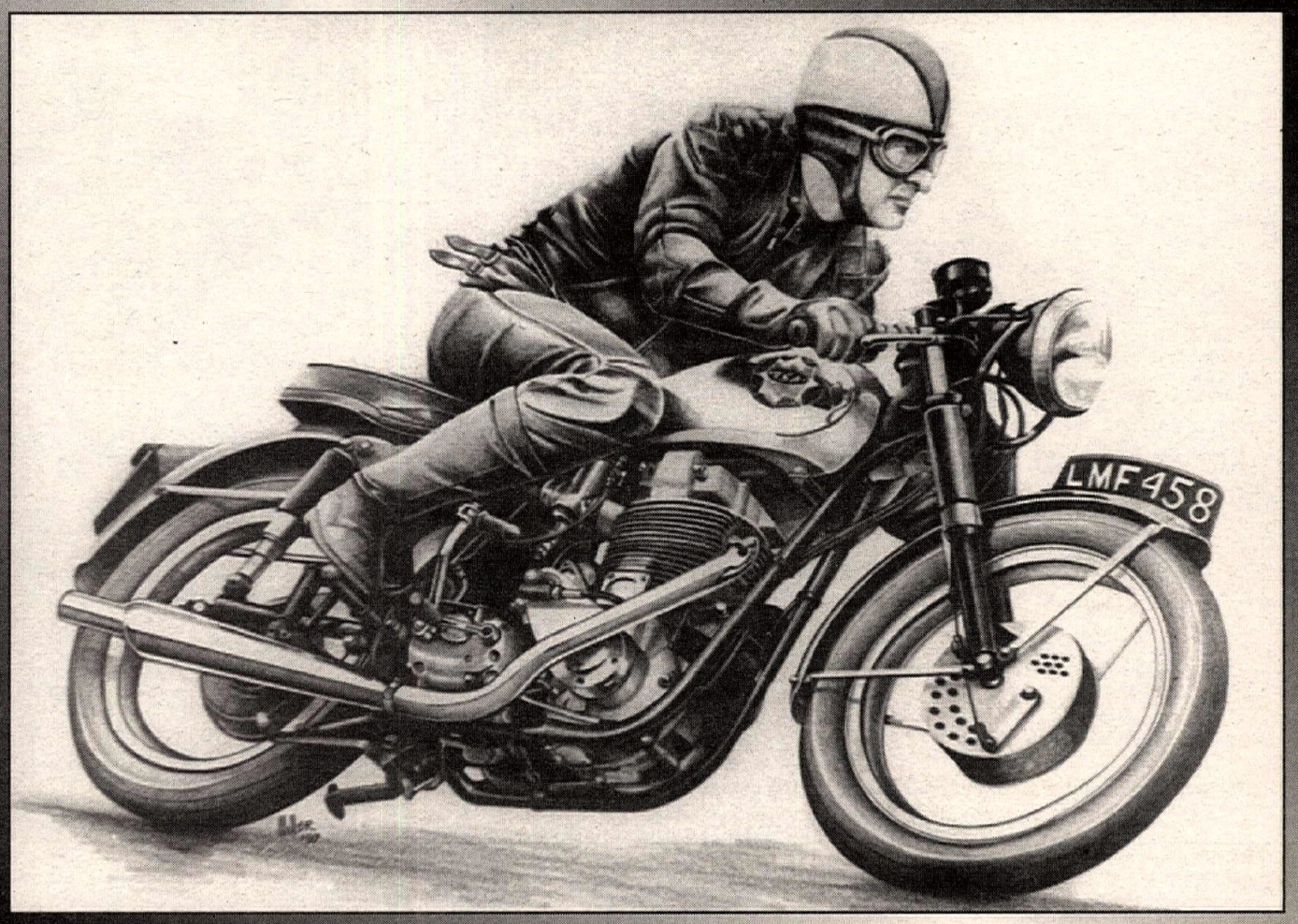

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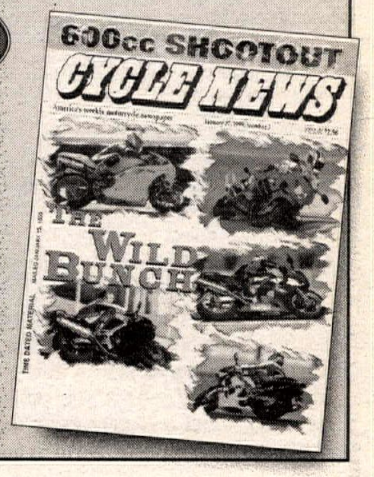

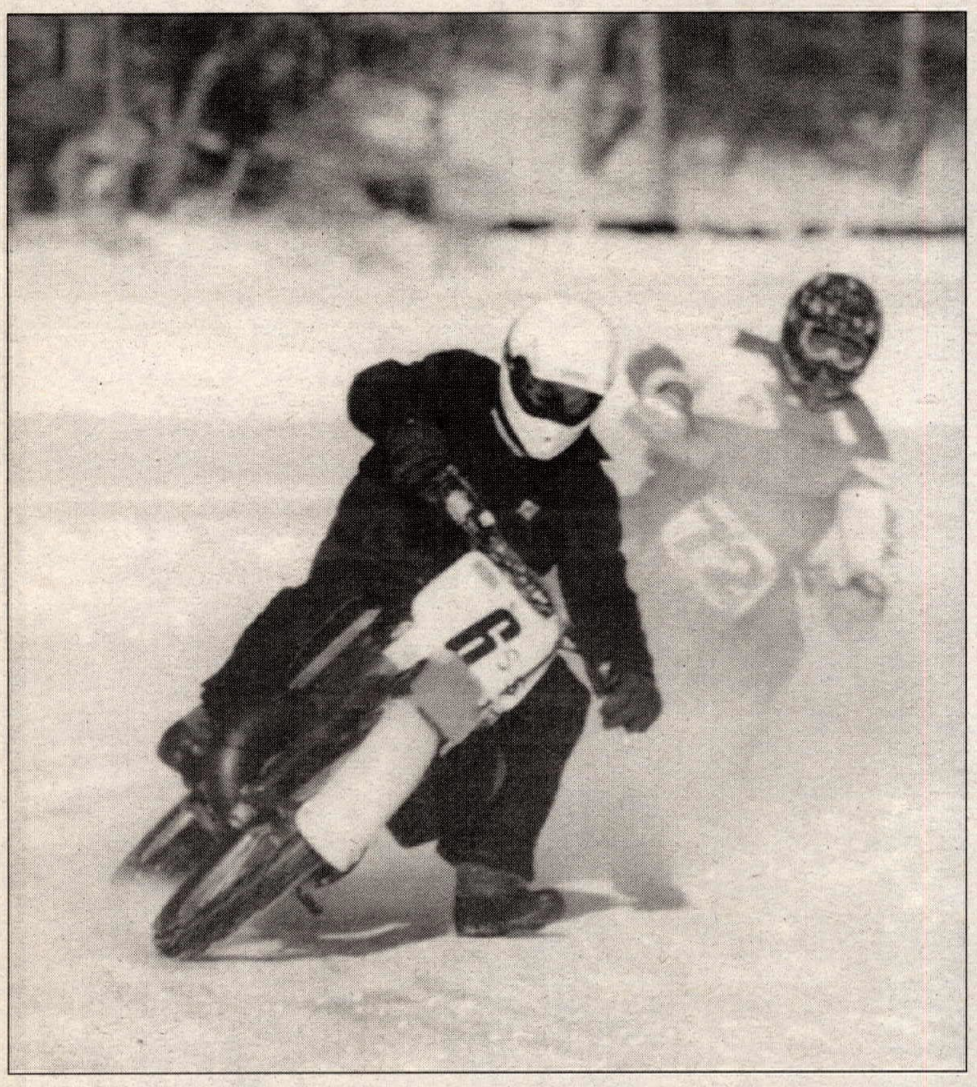

(Above) Luke Wiittala won the Open Pro and Open B classes at the DTRA-promoted ice race on Elk Lake in Zimmerman, Minnesota.
(Right) Montesa-mounted George Smith edged out the competition to take the win at the 10th annual Kangaroo Rat SCTA/ATA trials competition in Romaland, California.

Wiittala melts Elk Lake ice race

By Tim McBride

ZIMMERMAN, MN, JAN. 18

During the first round of the DTRA ice racing series, 19-year-old Luke Wiittala took home top honors in the Open B and Open Pro classes in convincing fashion. The event was hosted by the Ridgewood Bay Resort, located on Elk Lake.

Wiittala picked up where he left off last year when he stormed to victory during every local race of the season. The competition dutifully prepared themselves during the off-season in hopes of finding a way to defeat the personable native of Duluth, Minnesota, but so far their efforts seem to be in vain.

When the Open A class stormed into the first turn of the Tourist Trophy-style race track, it was none other than Wiittala with the lead, followed by John Larson, Dan Zitur, Jason Larson and Mark Deal.

As the top running order shuffled during the first few laps, the race for the lead never changed as Wiittala began to pull away. CR250-mounted Jason Larson clawed his way past John Larson and Zitur and became the only rider able to keep the speedy Wiittala in sight. The top three finished in that order.

Wiittala gave a similar performance in the Open Pro final with a wire-to-wire romp with Jeff Berg. Zitur was in the hunt until his spark-plug wire fell off his Rotax on lap two.

Berg proved to be the man to beat in the Over 30 class when he came out on top of a race-long battle with Deal to win. Zitur slid by John Larson with two laps to go to finish in third. Mike Larson finished fifth.

Jay Tromberg and Jason Larson backed up the local contingent with victories in the Open C and 250cc B classes. Tromberg piloted his Martha's Ice Racing-backed big-block Yamaha XT600 to a narrow victory over Doug Deering, Eric Bostrom and Mike Van Horne. Jason Larson chased defending 250cc B-class champion Gary Goeden for three laps before making the pass and garnering the eventual win. Richard Wiittala finished third, with Jerry Lindvall and Adam Henrichs in tow.

Results

OPEN NOV: 1. Steve Schober; 2. Eric Bostrom; 3. Eric Berg; 4. Travis Henrichs; 5. Schawn Burr.

250 B: 1. Jason Larson; 2. Gary Goeden; 3. Richard Wiittala; 4. Jerry Lindvall; 5. Adam Henrichs.

30+: 1. Jeff Berg; 2. Mark Deal; 3. Dan Zitur; 4. John Larson; 5. Mike Larson.

OPEN B: 1. Luke Wiittala; 2. Jason Larson; 3. Mark Deal; 4. John Larson; 5. Richard Wiittala.

OPEN C: 1. Jay Tromberg; 2. Doug Deering; 3. Eric Bostrom; 4. Mike VanHorne.

OPEN PRO: 1. Luke Wiittala; 2. Jeff Berg; 3. Dan Zitur.

Smith traps Kangaroo Rat trials win

By Bill Markham

ROMALAND, CA, JAN. 10

A turnout of 75 riders comprised one of the largest-attended ATA points events in recent years. Of all the contestants, Montesa-mounted George Smith came away the winner ahead of some stiff competition.

Smith was one point behind Beta-mounted Jared Malmquist early in the event. By the second loop, Malmquist had a nine-point lead over Smith. But Smith made up the difference on the last loop to tie with Malmquist for first place. Due to ATA rules, the win went to the rider with the most cleans - which was Smith.

One of the hardest sections for the experts was number 10. Competitors were met with an easy entrance over a rock ledge, and then a left downhill with a right turn halfway down. After that, a 4-foot boulder lay ahead for them to climb. Once on top, there was a 4-foot drop-off making a right turn on an off-camber uphill to another large boulder. This was a very good section for the spectators, and with five-time National champ Geoff Aaron on hand, the crowd had plenty to see.

Competing in the Advanced B class, Montesa-mounted Kevin Reynolds was grinning from ear to ear after the first loop, holding only 18 points. Gas Gas pilot Adam Bush was eight points behind in second. Bush got into a great mind-set and made up the eight points, and was now tied for first place with Reynolds. Once again, it went to cleans to decide the winner, and Bush, with the most cleans, took the win.

Section eight was the point nabber for many classes. An easy entrance up a small rock followed by a difficult right over more rocks was just the start of the gnarly loop. After climbing up a large boulder, riders were met with a downhill followed with a sharp right turn directly at the bottom. The entire section required a lot of dabbing - more than five for most. Nevertheless, the event was enjoyed by the riders and spectators alike.

Results

EX: 1. George Smith (Mon); 2. Jared Malmquist (Bet); 3. Kevin Norton.

MSTR: 1. Oli Thordarson (Mon); 2. Mike Griffiths (Mon); 3. Ken Melody (G-G); 4. Jim Collins (G-G); 5. Matt Pritchard (Yam).

ADV A: 1. Guy Vangaasbeek (Bet); 2. Kevin Geyer (G-G); 3. Gary LaPlante (G-G); 4. John McGregor (Bet); 5. Todd Rumsey (G-G).

ADV B: 1. Adam Bush (G-G); 2. Kevin Reynolds (Mon); 3. Jack Hemingway (G-G); 4. Tom McBride (Mon); 5. Larry Varell (Bet).

INT A: 1. Mitch Berger (G-G); 2. Matt Parsons (Bet); 3. John Bourdeau (Yam); 4. Mark Miller (Bet); 5. Don Williams (Yam).

INT B: 1. Ed Lowenberg (G-G); 2. Andre LaPlante (G-G); 3. Lowell Bellis (Bet); 4. Rick Tenbroek (G-G); 5. Jeff Nielsen (Yam).

SPTSMN A: 1. Jed Spicer (Bet); 2. Randy Lewis (G-G); 3. Scott Wexman (Bet); 4. Katy Endicott (Fan); 5. Tom Lash (Bet).

SPTSMN B: 1. Tim Ziegler (Bet); 2. Bob Eschwege (Bet); 3. Gary Erickson; 4. Wendell Clark (Bet); 5. Devon Heckmann (Bet).

SPTSMN C: 1. Gerald Biggers (Bet); 2. Tom Matema (Fan); 3. John Collins (G-G); 4. Jack Dalke (Hon).

NOV A: 1. Nicholas Holmes (Fan); 2. Art Hall (Fan); 3. Richard Paetz (G-G); 4. Lisa Drechsler (Bet); 5. Tom Hicks (Hon).

NOV B: 1. Al Nourian (Bet); 2. Lea Lowenberg (G-G); 3. Gordon Tucker (Fan); 4. Randy Carter (Bet); 5. Michael Glenn (Bet).

Hawkins wins Cherokee HS

By Kenneth King

GREENSBORO, GA, JAN. 3

Four races, four wins: Team Yamaha's Randy Hawkins is batting a thousand so far in the SETRA/MSR Hare Scrambles series. In Greensboro, Hawkins took the lead early and led every lap thereafter in round eight of the series.

"I got a pretty decent start this weekend," said Hawkins. "The suspension is completely different than what we used at Dahlonega (round seven, the Corn Cob Hare Scrambles). We're trying to test and test before the start of the Nationals. My whole season this year will be on the 400. I'm getting better and better on my 400. I rode behind Franklin (Ramey) and Allen (Gravitt) for a lap, then got by them and tried to have a pretty safe race."

Hawkins finished one minute ahead of the runner-up, KTM's Allen Gravitt, the current SETRA hare scrambles champion.

"Everything went good," said Gravitt. "I got a decent start, I fell in behind (Rod) Stuckey, then Franklin came by and kind of piddled around. Then here comes Randy, and we let him by. I figured we'd just freight-train along."

Results

TEENY MINI: 1. Trey Canard (Cob); 2. Brandon Willis (Cob); 3. Chaz Holladay (Cob); 4. Wesley Arrington (Lem); 5. Tyler Heemsbergen (KTM).

MINI MINI: 1. Ronnie Jackson (Kaw); 2. Michael Pritchett (Kaw); 3. Trey Canard (Kaw); 4. Matthew Cornelia (Kaw); 5. Taylor Knight (Kaw).

MINI BEG: 1. Tyler Ellis (Hon); 2. Kyle Petrie (Kaw); 3. Greg Watson (Kaw); 4. L.C. Horn (Kaw); 5. Ryan Caravella (Hon).

JR MINI (7-11): 1. Lance Hollister (Kaw); 2. Shane Squires (Yam); 3. Andrew Jansing (Yam); 4. Vince Monteleone (Kaw); 5. Dusty Herring Jr. (Yam).

SR MINI (12-13): 1. Jonathan Kerr (Kaw); 2. Bryan Zachary (Kaw); 3. Brandon Fulton (Kaw); 4. Riley Kurosky (Kaw); 5. Greg Chapman (Kaw).

SR MINI (14-16): 1. Mike Chindioni (Yam); 2. Chad Cook (Kaw); 3. Derek Kemp (Hon); 4. Tiffer Wright (Kaw); 5. Brian Starnes (Hon).

MINI OPEN: 1. Jonathan Kerr (Kaw); 2. Chad Cook (Kaw); 3. Mike Chindioni (Yam); 4. Brandon Fulton (Kaw); 5. Derek Kemp (Hon).

WMN: 1. Jacki Hudson (Kaw); 2. Amber Drake (Yam); 3. Wendy Dial (Suz).

125 BEG: 1. Corey Waldrop (Kaw); 2. Harold Mitchell (Hon); 3. Kyle McCutcheon (Yam); 4. Shaun Bills (Hon); 5. Wesley Montgomery (Kaw).

125 NOV: 1. Jeremy Durrett (Kaw); 2. Clayton Miller (Yam); 3. Rocky Fleming (Yam); 4. Geoff Mayfield (Yam); 5. Eric Moore (Yam).

125 INT: 1. Chase Reed (Yam); 2. Adam Mennenga (Kaw); 3. Beau Boynton (Yam); 4. Nathan Hale (Yam); 5. Scott Hershman (Yam).

125 OPEN AM: 1. Chase Reed (Yam); 2. Adam Mennenga (Kaw); 3. Jeremy Durrett (Kaw); 4. Geoff Mayfield (Yam); 5. Scott Hershman (Yam).

125 EX: 1. Josh Demuth (Yam); 2. Mike Kann (Yam); 3. Marc Gifford (Yam); 4. Warren Burch (Hon).

250 BEG: 1. David Lawler (Hon); 2. Jarron Killough (Hon); 3. Paul Milan (Kaw); 4. George Thompson; 5. Mark Jackson (Kaw).

250 NOV: 1. Kevin McGowen (Yam); 2. Mike Adcock (Hon); 3. Randy Hayes (Kaw); 4. Ryan Shernaman (Yam); 5. Rocky Fleming (Yam).

250 INT: 1. Nathan Hale (Yam); 2. Chase Reed (Yam); 3. Ryan Dirks (Yam); 4. Michael Jordan (Yam); 5. Robby Eickbush (Yam).

250 OPEN AM: 1. Michael Jordan (Yam); 2. Kevin Beard (Yam); 3. Eric Reed (Yam); 4. Nathan Hale (Yam).

250 EX: 1. Josh Demuth (Yam); 2. Mike Kann (Yam); 3. Scotty Rice (Hon).

25+ NOV: John Lincoln (Kaw); 2. Mike Adcock (Hon); 3. Mike Shirley (Kaw); 4. Denny Garley (Hon); 5. Steve Jones (Kaw).

25+ INT: 1. Steve Hill (Yam); 2. Mark McNeill (Yam); 3. Adam Cox (Kaw); 4. Jeff Griggs (Suz); 5. Todd Heemsbergen (Kaw).

25+ EX: 1. Sprint Haynes (Yam); 2. Shawn Mardis (Yam); 3. Todd Watson (Kaw); 4. Marc Gifford (Yam); 5. Billy Morrison (Suz).

30+ NOV: 1. John Lincoln (Kaw); 2. Jim Karr (Hon); 3. Mac Bennett (Suz); 4. Ray Mahar Jr. (Kaw); 5. Hank Shuring (Hon).

30+ INT: 1. Steve Hill (Yam); 2. Mark McNeill (Yam); 3. Adam Cox (Kaw); 4. John Portman (KTM); 5. David Lux (Kaw).

30+ EX: 1. Todd Watson (Kaw); 2. Mike Klement (KTM); 3. Barry Goetz (Hon).

40+: 1. Brian Otto (Kaw); 2. Steve McCombs (Yam); 3. Ed Hays (Kaw); 4. Randy Nerren (Hon); 5. Jeff Haney (Hon).

OPEN: 1. Darren Braun (Kaw); 2. Mike Klements (KTM); 3. David Lux (Yam); 4. Doug Moresco (Yam).

Randy Hawkins took the overall win at the Cherokee Hare Scrambles - round eight of the SETRA Hare Scrambles series - in Greensboro, Georgia.

Kawasaki-mounted Rod Stuckey was right on Gravitt's tail at the finish, claiming third.

"I got the holeshot and led most of the first lap," said Stuckey. "Ramey got by, (but) then (Ramey) had some problems and I got back around him. After that, me and Allen rode together all day, swapping places. It was great."

As the AA riders lined up for the start, five of SETRA's best were gunning for Hawkins: Gravitt, Ramey, Stuckey, Tommy Veator and Jason Chancey were all in the running for the win early on. Ramey was the first to drop out of contention, due to bike problems.

Hawkins gained the lead by passing Gravitt on lap two, and he maintained a huge lead all the way to the checkered flag. At the finish, Hawkins had nearly a minute over second-placed Gravitt. Stuckey and Chancey filed in behind Gravitt.

"You kind of learn where you can ride hard at," said Hawkins about his recent success racing the SETRA Hare Scrambles series. "In the rooty, nasty stuff, I would cool it and pick my way through, then ride hard in the rest. It's neat to ride an event where the fans are hollering at you. My mechanic, Dale, and my girlfriend, Cathy, were here supporting me. The only thing that could make this race any better was if I got National points for it. My YZ400 ran good. I had fun. It's just good to be able to ride and support the SETRA races."

In the first race, Master A-class rider Wayne Beaty took the overall ahead of KTM-mounted Scott Mount. Toby Boyd captured the final podium spot on his Kawasaki. Forest Hardeman and Mel Smith rounded out the top five in the morning program. Trials rider Laura Bussing took a break from the trials scene and gave woods riding a try. She won the Women's class hands down. CN

Results

O/A: 1. Randy Hawkins; 2. Allen Gravitt; 3. Rod Stuckey; 4. Jason Chancey.
OPEN A: 1. Mitch McRee; 2. Jeff Vealey; 3. Scott Reibow.
250 A: 1. Gary Hendricks; 2. Lee Stephens; 3. Jeff Collins.
200 A: 1. Mark Thompson; 2. Brandon Noffz; 3. Mark Hutchinson.
OPEN B: 1. Buzz Dyer; 2. Blair Jackson; 3. Joey Clayton.
250 B: 1. Robert Blalock; 2. Scott Byrd; 3. Bobby Barefield.
200 B: 1. Jay Lagroon; 2. David Keith; 3. Michael Pless.
OPEN C: 1. Todd Gillespie; 2. Gary Overton; 3. Jim Crouch.
250 C: 1. Toby Boyd; 2. Forest Hardeman III; 3. David Croot.
200 C: 1. Scott Mount; 2. Sam Nelson; 3. Chris Wahle.
SR A: 1. Terry Hughes; 2. Arty Spencer.
SR B: 1. Steve Moore; 2. Cameron Smith; 3. Larry Boggs.
SR C: 1. Mel Smith; 2. David Holebrook; 3. Steve Alley.
S/SR B: 1. Patrick Golden; 2. Bob Ingle; 3. Phillip Denney.
MSTR A: 1. Wayne Beaty; 2. Bill Watkins.
MSTR B: 1. Steve Huggins; 2. Rich Patterson; 3. John Snyder.
MSTR C: 1. Frank Amos; 2. Ron Blais; 3. Clyde Brown.
4-STRK B: 1. Brad Armour; 2. Mike Brillanti; 3. Raymond Thomas.
4-STRK C: 1. Dwight Sutphin; 2. Jason Gantt; 3. Leland Scruggs.
WMN: 1. Laura Bussing.
L/TRL: 1. Petey Berry; 2. David Martin; 3. Brian Crim.
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SIGN UP: Friday 1:00 PM - 5:00 PM
Saturday 7:00 AM - 11:30 AM
RIDERS MEETING: 11:45 AM
START: 12:00 PM

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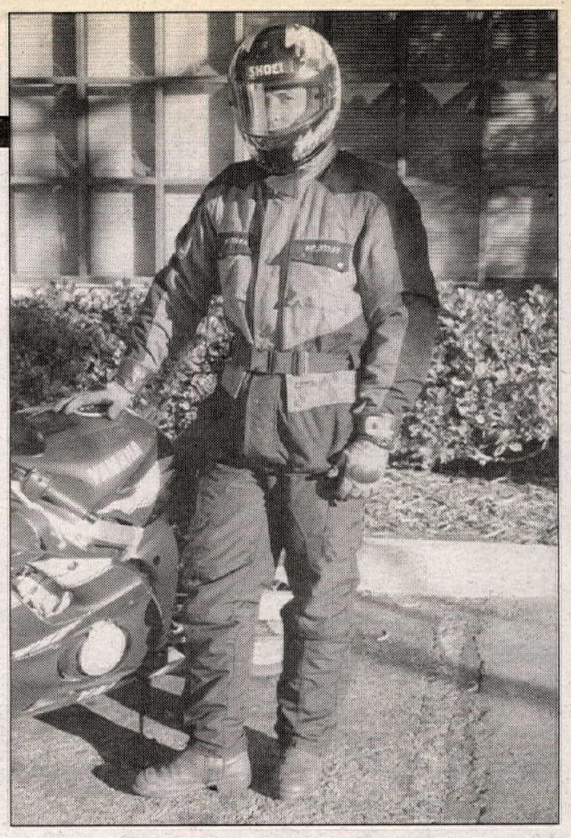
Product Evaluation

Like water off a duck?



Rainsuits, here in California, are more often novelty than necessity. Last year's infamous wet weather - El Youknow - changed that and made it a perfect time to try the Belstaff Pro Toura jacket and pants.

Not billed strictly as a rainsuit, the Pro Toura outfit nonetheless served well in that role. And that's mostly how we ended up using it. It is of a fairly lightweight construction and is generously cut, so it isn't the type of garment we would rely solely upon for abrasion or impact protection in a crash, although an armor set is available for an extra $49.

It is that generous cut, however, that made the jacket good for slipping over our regular leather jackets and jeans, keeping us both warm and dry without weighing us down. Four hours riding a big-bore sportbike on the highway in a serious, flood- and mudslide-inducing downpour proved that. (It's also good for skiing, though no self-respecting snowboarder would be caught dead in the purple- or red-accented jackets.)

Made with four layers of material - a soft Cordura on the outside, with Entrant (a waterproof, breathable membrane), Thinsulate (keeps you pleasantly warm) and a poly/cotton liner on the inside - the jacket ($259) and pants ($169) zip together at the back, are machine-washable and feature a lot of storage. None of the pockets, however, proved to be completely waterproof, not even the zippered breast pocket. Best to keep what you would like to stay dry in your clothes under the suit.

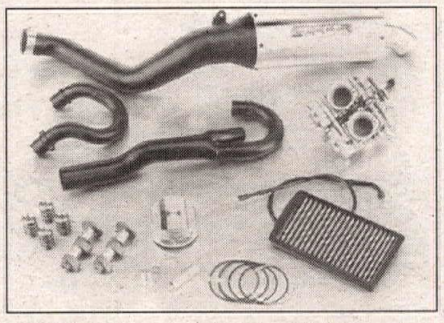
Two complaints: It is made with a European-style zipper, so for men here in the States, it is going to zip "backward"; and my size-11 feet made it impossible to slip the pants on without unbooting, pretty much guaranteeing wet socks when I took the suit off after riding in the rain.

Other than that, the Pro Toura jacket (available in all black or black with purple or red accents, sizes S-XXXL) and pants (black only, sizes S-XXL) does what it's designed to do, and at a reasonable price. For more information, contact Belstaff North America, Dept. CN, 5331 Santa Catalina Ave., Garden Grove, CA 92854, phone or fax 714/901-1167. CN

New Products

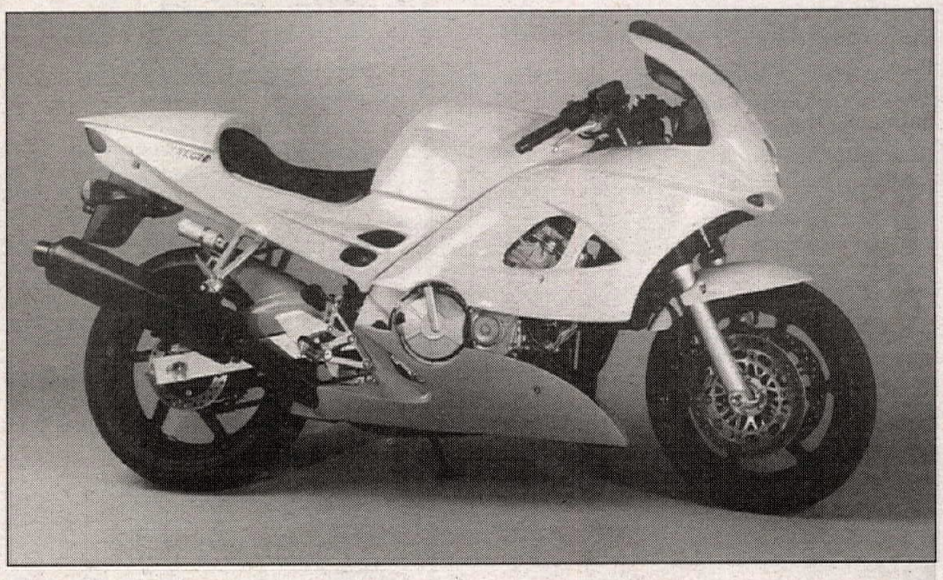
THE MARK OF AZARO

After a year of development, **Avon Tyres** has released its most advanced street-legal race tires ever, the **Azaro AV39** front and **AV40** rear radials. Like the other Azaro tires, the AV39/40 use the Variable Belt Density design that is said to help both cornering and straight-line stability. However, the AV40 rear tire uses both a different compound and profile than the regular street Azaro, with a higher arch for quicker turn-in and better side grip, as well as a compound more suitable for racing. The AV39 features the same contour as the previous Sport, but has the racing compound. The 120/70ZR17 front retails for $170, while the 180/55ZR17 is $229. CBR900RR owners: Note that an AV39 130/70ZR16 is also available. For more information, see your local dealer or contact Avon Customer Service, Dept. CN, P.O. Box 336, Edmonds, WA 98020, 800/624-7470.



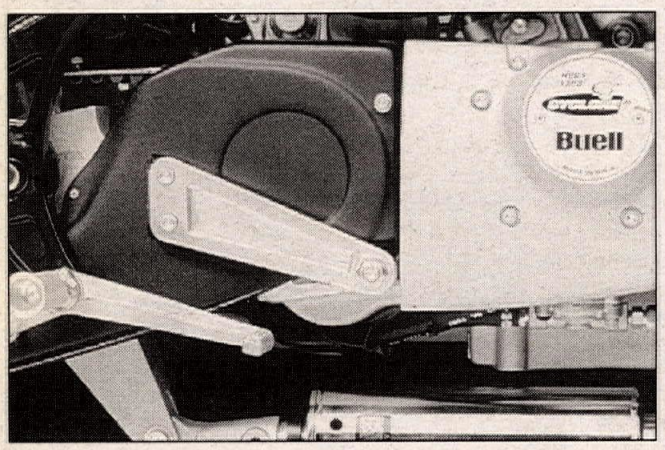
FASTER F650

BMW F650 owners looking for a boost in power output are in for a treat: The Rotax engine specialists at **Ron Wood Racing Products** have developed a full range of engine-performance parts for the Rotax-powered F650 that, when used together (a complete kit is available for $2287.50), bumps up the stock bike's horsepower rating 47 percent to 60 hp. All parts are a direct replacement for stock items and are available individually; they include an 11:1-compression piston ($240), two 39mm flat-slide smooth-bore carbs ($760), a slip-on megaphone and muffler ($400), a complete exhaust with larger headpipes and midsection ($650), a throttle cable ($23), supersport performance camshafts ($400, exchange), dual valve springs with titanium retainers ($149.50), an offset ignition-advance key ($10) and a K&N air filter ($55). For more information, contact Ron Wood Racing Products, 755 W. 17th St., Unit D, Dept. CN, Costa Mesa, CA 92627, 949/645-0393, (fax) 949/645-8692.



REBODY YOUR F2/F3

If you are tired of the styling on your Honda CBR600F2 or F3, **Airtech** may be able to help you, with its **F23** bodywork kit. Designed in conjunction with Machineart Inc., the kit, according to Airtech, should "transform" your bike into an "exotic, eurostyled sportbike." The $695 bolt-on kit of white, high-gloss fiberglass panels includes the main fairing, solo tail section, belly pan, rear fender and front fender, and utilizes the stock tank, seat, windscreen and mirrors. The belly pan and rear fender/chainguard pieces are also available in carbon fiber. For more information, contact Airtech, Dept. CN, 2530 Fortune Way, Vista, CA 92083, 760/598-3366, (fax) 760/598-3336, www.airtech-streamlining.com.

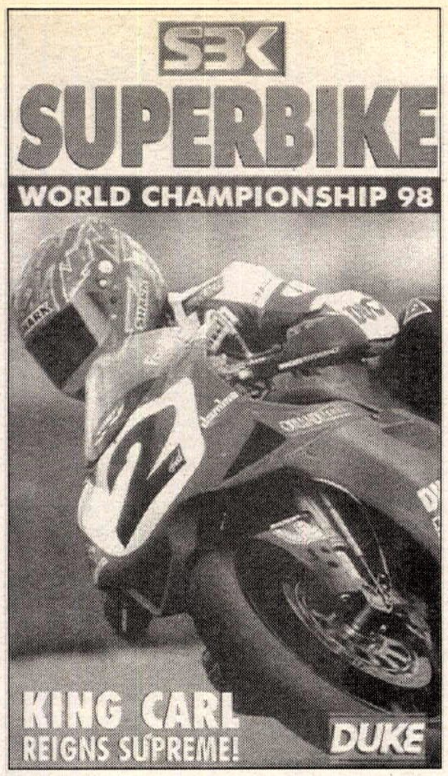


BUELL SUPPORT

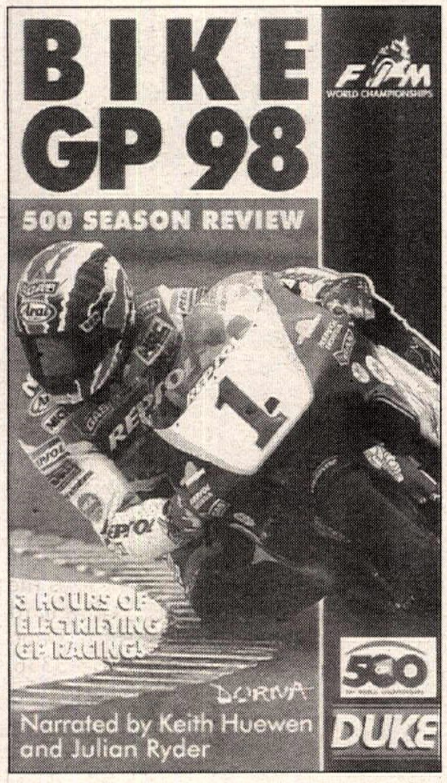
Storz Performance has released its **Billet Drive Support Bracket** for Buells. CNC-machined from aluminum, it is said to offer increased strength compared to the stock, cast swingarm drive support on S1, S2, S3 and M2 models. The $69 bracket is intended for use with the stock Buell sprocket cover. Get yours from Drag Specialties or by contacting Storz Performance Inc., Dept. CN, 239 S. Olive St., Ventura, CA 93001, 805/641-9540, (fax) 805/641-3650, www.storzperf.com.

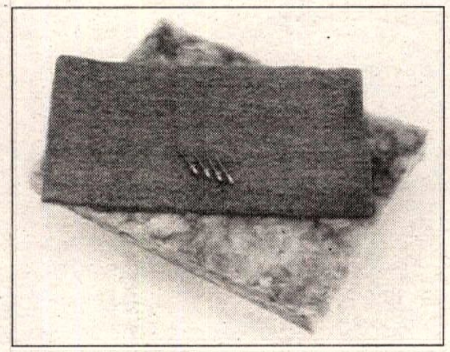
PMAGNESIUM

Performance Machine has built a lot of wheels, but perhaps none are cooler than these **Magnesium Race Wheels**. The six-spoke, 100-percent CNC-machined wheel weighs only 6.46 pounds bare and is sealed to prevent deterioration, then clear-powder- coated for a "bold, bronze, lustrous finish." A wide variety of sizes are available at a retail price of $1895 per set, including cush drive. For more information, contact Performance Machine Inc., Dept. CN, 6892 Marlin Circle, La Palma, CA 90623, 714/523-3000.



RACEOGRAPHY
Miss your favorite road racing World Championships this year? Halmar Video has the answer with the official Duke Video season-review tapes for both the 1998 World Superbike and 500cc Grand Prix World Championships. The tapes are 180 minutes in length and cost $34.95 plus $3 for shipping from Halmar Video, Dept. CN, P.O. Box 474, Lewiston, NY 14092, 905/356-6865, (fax) 905/358-0797, halmar@niagara.com.





WACKY PACKY
Stroker Inc. has made available its new, specially designed **Muffler Packing Kit** for two-strokes and four-strokes. The steel wool included in the kit is said to increase the life of the regular packing material as well as reduce noise emissions. Get yours for $20 from Stroker Inc., Dept. CN, 11114 G Ave., Unit 2, Hesperia, CA 92345, 760/948-2871, (fax) 760/948-2792. **CN**

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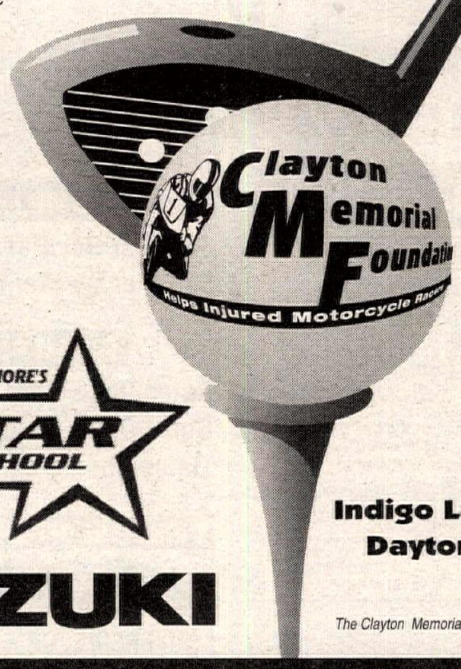
CLAYTON MEMORIAL FOUNDATION CHARITY GOLF CLASSIC

Tuesday, March 2, 1999 – 1 P.M.

Helps Injured Motorcycle Racers

As motorcycle enthusiasts, we take for granted the risk and skill motorcycle racers display every time they put their wheels on the starting line. The Clayton Memorial Foundation exists as a safety net for those who contribute to the sport we all love. Put yourself in their place for just a moment... Wouldn't you hope that someone cared enough to contribute.

Please come join us for a day of fun that helps support this worthwhile charity.



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JASON PRIDMORE'S STAR SCHOOL

SUZUKI

Name _____
Address _____
City _____ State _____ Zip _____
Phone ( ) _____
❑ Single ❑ Double* ❑ Foursome*
*Additional Name(s) in Group
_____
_____

Each entrant must submit a separate form and payment.
Every effort will be made to match requested group pairings.

Regular Entry: $95
- One entry into tournament, range balls and gift pack.

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- Company's banners at a tee box and the green of the sponsored hole
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- Special recognition at Awards Ceremony

Corporate Silver Sponsorship: $500
- All of the above except entries into the tournament

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Costa Mesa, CA 92628

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New Video Release

Now Available Through Cycle News Video Theater

'98 Dirt Track Hall of Fame Race

(#180) The richest single race in motorcycle dirt track history was run on Saturday, September 5, 1998, on the historic mile oval at the Illinois State Fairgrounds at Springfield. Fifteen of the world's best flat track racers, including superstars like Scott Parker, Jay Springsteen and Chris Carr dueled for ten laps for $50,000 in the inaugural Dirt Track Hall of Fame race. On hand to watch today's best compete at Springfield were many of yesteryear's legendary racers, including Jim Davis, Carroll Resweber, Dick Mann, Bart Markel, Gary Nixon and Bubba Shobert. Those champions and 18 more of the greatest racers who ever strapped on a steel shoe are the first-ever Dirt Track Hall of Fame inductees. The greatest riders, the biggest purse, the most famous and fastest dirt track and the best racing fans...Labor Day weekend at Springfield had it all.

Proceeds of this video benefit the Dirt Track Hall of Fame.

43 minutes from Chet Burks Productions.

To Order Videos, Call (714) 751-7433 - Charge to VISA MasterCard
Order Videos On-Line at www.cyclenews.com/product.video.html

This release *$19.95*, includes shipping.

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GLEN HELEN RACEWAY PARK

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March 6th & 7th, 1999

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OVERNIGHT CAMPING

DISTRICT 37 AMA COMPETITION

GLEN HELEN RACEWAY PARK

Pre-Entry Opens Jan. 16, 1999 * Closes Feb. 20, 1999 *

Saturday March 6th

8:00 am Unclassified
9:00 am Quads
10:30 am Vin. Classic/Dual Sport & Sidecars
12:00 pm Sen.Nov/Beg (250 Open) Mag. Nov./ S. Sen. Exp. women/Mini's
1:30 pm Sen. Exp/Am (250 Open) Mag. Exp/Am
3:30 pm Kids Event 11 yrs. & Under 60/80cc Pee Wee Event *10 yrs. & Under 50cc max
7:00 pm Semi Pro Team Event (Night Event) No Pre-Entry 200% Pay Back - Headlights Mandatory

Sunday March 7th

8:00 am Vets Exp/Amt (250/ Open)
10:00 am Vets Nov/Beg (250/Open)
12:00 pm Nov/Beg 0-200/250 Open 4 Stroke
1:30 pm Exp/Am 125/250/Open 4 Stroke

*Kid's Event is for the little guys (80cc, 11 yrs. Old MAX). The Pee Wee event will run at the same time as the 80's on a separate track. (Must be AMA Member).

*Minors must be accompanied by Parent or Notarized Legal Guardian.

PRE ENTRY: $30. District 37 / $35. Non District

UNCLASSIFIED RACE $25. Pre-Entry / $30. Post Entry (Everyone)

POST ENTRY: $40. Everyone / 2nd Class $20. (No coupon) 2nd class

KIDS / PEE WEE EVENT $20. Everyone

GATE FEES

$10. Per Day/Per Person
$15. For Weekend • 12 under Free

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Gates Close 10 pm Fri/Sat.
Gates Open 6 am Sat/Sun

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Huntington Beach, CA 92647

G.P. Info:
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Mike Parrott (714) 256-1245
Peter D'Errico (805) 499-5287

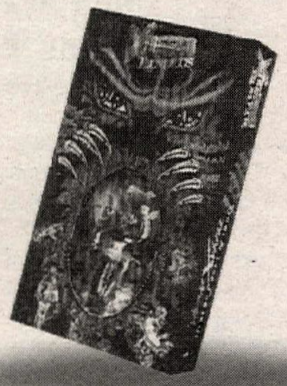
New Video Release

Now Available Through Cycle News Video Theater

TEAM X-TREEM: VOL. 1 TODD & LORI COLBERT

(#87) This husband & wife stunt team can do it all. Just imagine, all the same stunts that Gary Rothwell does, but a beautiful girl on the bike with her husband as they do a 50-yard stoppie. See exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more. Watch Lori Colbert become the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high-energy motorcycle stunt performance.

30 minutes from X-Factor.



To Order Videos, Call (714) 751-7433 - Charge to VISA MasterCard
Order Videos On-Line at www.cyclenews.com/product.video.html

This release $29.95, includes shipping.

Results

Motocross
Fernley, NV
December 13
By Bob Fabel

50 (0-7)
Kyle Mason KTM
Keith Adams Act
Kyle Martensen KTM
Jake Maga KTM
David Rumbaugh KTM

50 (8+)
Kyle O'Brien KTM
Ryan Toomey Lem
Jared Grosskopf Lem
John Vallerio Act
Monica Hibdon KTM

60 (0-9)
Ryan Ferris Kaw
Tyler York Kaw
Ryan Toomey Kaw
Kyle O'Brien Kaw
Mike Sylvestri Kaw

60 (10+)
Zach Fields KTM
Nathan Ashley Kaw
Normajean Jean Kaw
Brooke York Kaw

80 BEG
Tim Rechel Hon
Zach Fields Yam
Andrew Valdez Hon
Chris Day Yam
Dave Keil Hon

80 JR
Jonathan Merry Hon
Ryan Ferris Suz
Josh Ferguson Yam
Joel Grosskopf Hon
Derrick Tybo Suz

80 INT
Jimmy Nelson Yam
Nick Jarret Hon
Josh Peterson Hon

125 BEG
Robbie Atizer Kaw
Richard Carl Suz
Johnny Naungayan Kaw
Scott Rytter Kaw
Brad Miller Suz

125 JR
Josh Phillipson Hon
Matt Womble Yam
Justin Phillipson Hon
Rocky Audenried Suz
Greg Yamas Hon

125 INT
Brian Foster Yam
Nathan Tiearney Suz
Ryan Leyba Yam
Tommy Jean Yam
Ryan Manha Yam

125 PRO
Mike Mason Kaw
Freddy Wiechers Hon
Justin Mastalka Hon
Jim Boody Hon

250 BEG
Matt Lund Kaw
Jake Mies Kaw
Jon Dadak Yam
Joe Kocsis Yam
Jason Kenneweg Suz

250 JR
Greg Chapel KTM
Jeff Bills Kaw
Dan Duvall Hon
Tim Walker Suz
Ron Mies Kaw

250 INT
Greg Olson Suz
Jesse Duncan Hon
Tommy Jean Kaw
Paul Mudd Yam

250 PRO
Scott Stillmock Hon
Justin Mastalka Suz
Freddy Wiechers Hon
Jim Boody Hon
Randy Maga Hon

25+ BEG
Jon Dadak Yam
Paul Carbone KTM
James Rabyor Kaw
Jarrett Wilson Hon

25+ JR
Tim Walker Suz
Steve Gill KTM
Russ Rodoni Kaw
Joel Wallis Hon
Mike Helton Hon

25+ INT
Greg Olson Suz
Doug Force Hon
Marcus Gentry Hon
Paul Mudd Yam
Chris Ponsock Kaw

30+ BEG
Brent Blumenthal Hon
Scott Seehuetteer Hon
Duane Quick Suz
Roy Anderozzi Hon
Christina Ellis Hon

30+ JR
Rod Provost Hon
Ben Mies Kaw
David Taylor Hon
Mike Helton Hon
Mike Ellis Hon

30+ INT
Scott Stromberg Hon
Gilbert Chick Hon
Mike McMurry Yam
Eric McElroy Hon
Clay Cole Hon

30+ EX
Chris Porcello Yam
Layne Kolbet Hon
Eric Schacht Yam
John Malchaski Hon

30+ PRO
Butch Stillmock Hon
Randy Maga Hon
Jon Varner Hon
Darryl Haney Suz
Russ Johnson Kaw

O/T JR
Mike Ellis Hon
Greg Chapel KTM
Duane Quick Suz
Dean Dorsey Yam
David Durst Yam

O/T INT
Tom Baugh Suz
Ken Gourley Suz
Dave Keil Hon
Jim Willis Hon

O/T EX
Rich Thorwaldson Hon
Eric McElroy Hon
Allan Thomason Hon
Larry Jones Hus
Russell Johnson Kaw

Motocross
Moto-X-West
1998 Fall Series
Overall Results
By Bob Fabel

50 (0-7)
Kyle Mason
Jayme Salo
Jake Maga
Trevor York
Tanner Davis

50 (8+)
Tyler York
Kyle O'Brien
Jared Grosskopf
Ryan Toomey
John Vallerio

60 (0-9)
Ryan Ferris
Tyler York
Mike Sylvestri
Ryan Toomey
Kyle O'Brien

60 (10+)
Nathan Ashley
Normajean Jean
Pat Diel
Brooke York
Ryan Todaro

80 BEG
Andrew Valdez
Normajean Jean
Chris Day
Errol Kerr
Tim Rechel

80 JR
Ryan Ferris
Joel Grosskopf
Jonathan Mery
Doug Nessler
Sean Larson

80 INT
Nick Jarret
Josh Peterson
Kyle Rytter
Jimmy Nelson
Bobby Garrison

125 BEG
Brad Miller
Keith Newman
Scott Ritter
Brent Tolley
Jesse Paschall

125 JR
Rocky Audenried
Justin Phillipson
Greg Yamas
Greg Chapel
Steve Gill

125 INT
Jesse McDonald
Brian Foster
Tony Evans
Ryan Manha
Tommy Jean
125 PRO
Freddy Wiechers
Justin Mastalka
Cody Killam
Mike Mason
Donovan Mitchell
250 BEG
Chris Glass
Matt Lund
Josh Fulstone
Nathan Jensen
Jake Mies
250 JR
Greg Chapel
Dan Duval
Michael White
Jeston Ponciano
John Hanks
250 INT
Craig Olson
Cole Thurston
Marcus Gentry
Adam Portue
Paul Mudd
250 PRO
Scott Stillmock
Freddy Wiechers
Justin Mastalka
Randy Maga
Jon Varner
25+ BEG
Richard Arrington
James Rabyor
Jon Dadak
Paul Carbone
Jason Norman
25+ JR
Mike Helton
Rod Provost
Tim Walker
Russ Rodoni
Kelly Walsh
30+ BEG
Brent Blumenthal
Mike Ryckebosch
James Rabyor
Wayne Hunton
Christina Ellis
30+ JR
Rod Provost
Mike Helton
Russ Rodoni
Jeff Brown
Mike Ellis
30+ INT
Mike McMurry
Gilbert Chick
Eric McElroy
Clay Cole
Bill Evans
30+ EX
Chris Porcello
Eric Schacht
Layne Kolbet
John Malchaski
Larry Brown
30+ PRO
Randy Maga
Jon Varner
Sven Stillmock
Ed McCoy
Daryl Haney
40+ JR
Mike Ellis
Greg Chapel
Chuck Hanks
Duane Quick
Dean Dorsey
40+ INT
Tom Baugh
Dave Keil
Ted Griffin
Ken Gourley
Jim Willis
40+EX
Alan Thomason
Rich Thorwaldson
Eric McElroy
Larry Brown
Larry Jones

Road Race
Willow Springs
Rosamond, CA
January 24
By Greg Groce

STK BEG
Bert Silos
Quentin Wilson
Yoshito Kanayama
Josh Cornelius
Scott Carrera
STK AM
Larry Weisberg
Ben Salvador
Tomo Kobayashi
Wayne Killebrew
Frank Rodriguez
STK EX
Ryoichi Takao
Ben Solis
Tommy Kosaka
John Bottcher
Vince Evans
MOD BEG
Jason Perez
Nicolas Nocker
Yoshito Kanayama
Catherine Cannon
Josh Cornelius
MOD AM
Brett Falcigno
Jim Takamoto
John Cagle
Joe Olenick
Gabriel Suarez
MOD EX
Ben Morse
Greg Groce
Jason Takamoto
Vince Evans
Tommy Crawford
AM 80 GP
Juan Ventura
Paul Pecoraro
Brad Glustoff
Aaron Camp
Vince Evans
EX 80 GP
Ben Solis
Pat Williams
Mitch Weisberg
Michael Chou
Erick Aguilar
VET (25+)
John Bottcher
Tommy Kosaka
Vince Evans
Jason Takamoto
Marlon Ibarra
SR (40+)
Nick Tierno
David Perez
Tom Ross
Thom Boswell
Ann Williams
125 GP
Ben Solis
Mitch Weisberg
Michael Chou
Dan Bond
Kip Hitter
500/650 SGL
Mark Cernicky
Chuck Gartner
Antonio Nunez
Kirk Feyerbend
F-RD
Clinton Whitehouse
Leigh Crawford
F-INSANE
Erick Aguilar
Juan Ventura

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

HERE'S SOMETHING you should NEVER Ride On.

Alcohol and motorcycling are a potentially lethal combination. The same goes for drugs. Sooner or later, dulled senses are going to catch up with riders who think they're an exception – putting them and everyone on the road with them in jeopardy. Ride sober, or don't ride at all.

HONDA
Come ride with us.

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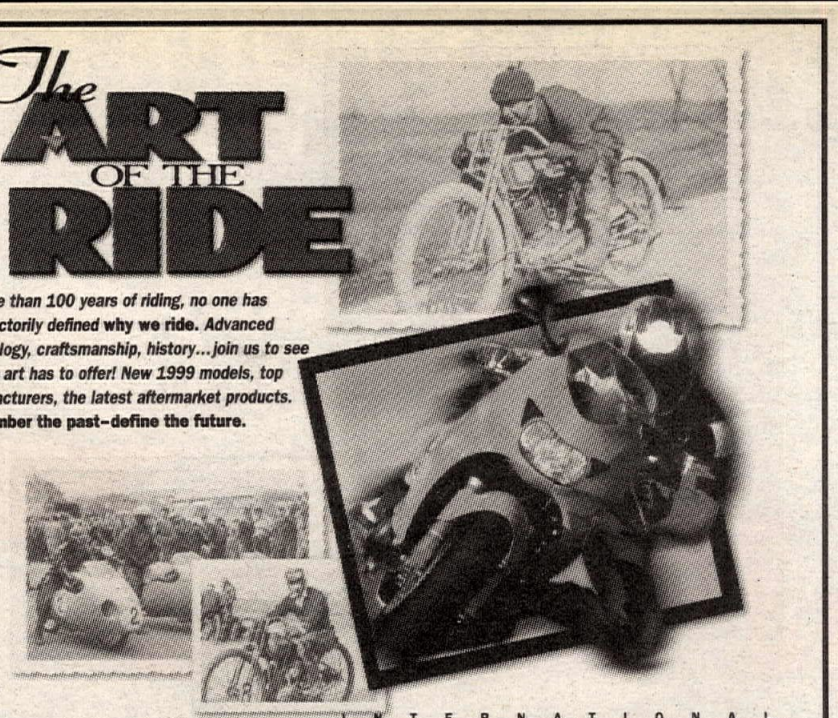
The ART OF THE RIDE



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- **SAN FRANCISCO** December 11-13, 1998
- **SEATTLE** January 1-3, 1999
- **NEW YORK** January 15-17, 1999
- **OHIO** January 29-31, 1999
- **CHICAGO** February 5-7, 1999
- **MINNEAPOLIS** February 12-14, 1999
- **ATLANTA** February 19-21, 1999
- **DAYTONA** March 3-7, 1999
- **ST. LOUIS** March 12-14, 1999

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- SuperTrapp/Kerker
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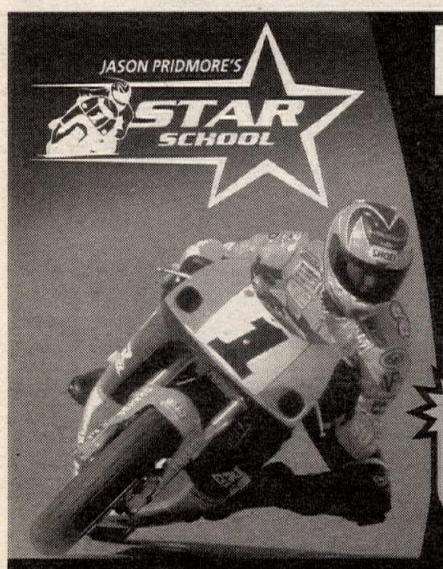

JASON PRIDMORE'S STAR SCHOOL

Knowledge is Power

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What's happening? Cycle News Calendar.

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series

4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

3/28 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World C'ship MX Series

4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Arco di Trento, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Velke Uherce, Slovakia, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Teutschenthal, Germany, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World C'ship MX Series

3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD, Rnd 16

FIM 125cc World C'ship MX Series

3/14 Verneuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Holland, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Bielstein, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series

5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World Championship Series

3/20-21 Lloret del Mar, Spain
3/27-28 Baltar, Portugal
4/17-18 Mons, Belgium
4/24-25 Douglas, Great Britain
5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM Trial Indoor Enduro World Cup Series

2/7 Barcelona, Spain
2/19 Vienna, Austria
2/20 Lisbon, Portugal
2/27 Bremen, Germany
3/6 Madrid, Spain
3/14 Milano/Torino, Italy

AMA MBNA Superbike Series

3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National Dirt Track Series

3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 TBA, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 Joliet, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Du Quoin, IL, Rnd 12
7/31 Rossburg, OH, Rnd 13
8/7 Lake Odessa, MI, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 TBA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks U.S. Supercross Series

2/6 Anaheim, CA, Rnd 5
2/13 Tampa, FL, Rnd 6
2/20 Atlanta, GA, Rnd 7
2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA PJ1 National Arenacross Series

2/5-7 Winston-Salem, NC, Rnd 11
2/12-14 Guthrie, OK, Rnd 12
2/19-21 Denver, CO, Rnd 13
2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/20-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series

5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis Nat'l Enduro Series

2/14 Coalinga, CA, Rnd 1
2/21 Lake Pleasant, AZ, Rnd 2
3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National Hare & Hound Series

3/14 Lucerne Valley, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National Hare Scrambles Series

2/7 Hollister, CA, Rnd 1
2/21 Wilseyville, CA, Rnd 2
4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA/District 37 Grand Prix Big 6 Series

2/6-7 Adelanto, CA
3/6-7 Glen Helen, CA
4/10-11 Twentynine Palms, CA
5/1-2 LA County Raceway, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series

2/6 Julian, CA
2/14 San Luis Obispo, CA
2/27-28 Laughlin, NV*
3/13-14 Death Valley, CA
3/21 San Bernardino, CA
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Mid-South Championship Winter Hare Scrambles Series

2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

AMA Georgia Winter Series

2/7 Dalton, GA, Rnd 5
Info: 912/788-0413

AMA Prostar National Drag Racing Series

2/26-28 Gainesville, FL, Rnd 1
3/27-28 Commerce, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Series

10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series

3/13 Tucson, AZ, Rnd 1
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series

2/21 String Prairie, TX, Rnd 3
3/7 Rockne, TX, Rnd 4
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Four Corners MX Series

3/28 Aztec, New Mexico
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado

8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

AMA Tecnosel Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega Series
3/6-7 Blountville, TN, Rnd 1
3/13-14 Society Hill, SC, Rnd 2
3/20-21 Blountville, TN, Rnd 3
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

PACE Ultracross Series
2/5-7 Monroe, LA, Rnd 3
2/19-21 Milwaukee, WI, Rnd 4
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
3/19-21 Wichita, KS, Rnd 8
Info: 817/246-7400

SERA Hare Scrambles Series
2/7 Meridian, MS
2/28 Rockford, AL
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
Info: 601/763-7427

SERA Enduro Series
3/7 Kirby, AR
3/28 Forest Hill, LA
4/11 Fort Polk, LA
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

Grand National Cross Country Series
3/1-2 Okeechobee, FL, Rnd 1
3/6-7 Macon, GA, Rnd 2
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AHRMA/Progressive Suspension Historic Cup Road Race Series
2/26 Deland, FL
3/1-2 Daytona Beach, FL
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
2/7 Phoenix, AZ
2/27 Ocala, FL
3/21 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
2/28 Ocala, FL
3/2 Daytona Beach, FL
3/4 Barberville, FL
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
2/6 Phoenix, AZ
2/28 Ocala, FL
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA/National GP Series
2/21 Wilseyville, CA
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
2/26 DeLand, FL
3/1-2 Daytona Beach, FL
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage MX Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Carlisle, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional MX Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional MX Series
2/14 Sacramento, CA
2/28 Tulare, CA
3/14 Brentwood, CA
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumber Jack MX Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional MX Series
2/27 Ocala, FL
3/1 Reddick, FL
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
2/28 Ocala, FL
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southwest Regional MX Series
2/7 Phoenix, AZ
2/28 Tulare, CA
3/21 Perris, CA
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
2/6 Phoenix, AZ
2/13 Prairie City, AZ
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage Motocross Series
4/11 Drexel, MO
5/16 Moberly, MO

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Registration 1-3pm • Practice 3pm
Races 7:30pm
YOUTH / AMATEUR SUNDAY
Registration 6:30-8am
Practice 8am
Heats 11am • Races 2pm

1999 PJ1 NATIONAL ARENACROSS SERIES

FEBRUARY		
5-7	LJVM Coliseum East Region Finals	Winston-Salem, Nc
12-14	Lazy E Arena	Guthrie, Ok
19-21	Denver Coliseum Central Region Finals	Denver, Co
26-28	Arco Arena	Sacramento, Ca
MARCH		
5-7	Portland Mem. Coliseum	Portland, Or
19-21	San Jose Arena	San Jose, Ca
26-28	Delta Center West Region Finals	Salt Lake City, Ut

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CMC Racing 949/367-1141
CMC Golden State Nationals

Feb 7	North	Club Moto	Livermore, CA
Feb 14	South	Badlands Raceway	Victorville, CA
Feb 14	North	Silverstate Raceway	Carson City, NV
Feb 27&28	Final Showdown	Badlands Raceway	

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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cma 559/673-8080
PJ1 PACIFIC COAST PRO AM CHAMPIONSHIPS

Sun.,	Feb 28		Hollister, CA	(Northern)
Sun.,	Feb 28		Hanford, CA	(Central)
Sun.,	Mar 7	Club Moto,	Livermore, CA	(Northern)
Sun.,	Mar 7		Tulare, CA	(Central)
Sun.,	Mar 14		La Grange, CA	(Northern)
Sun.,	Mar 14	Club Moto,	Livermore, CA	(Northern)

Riverside Old Timers
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Sat., Feb. 13 CMXR, Carlsbad, CA (Gates Open at 7:30am)
Sun., Feb. 21 SSC, Gorman, CA (Gates Open at 7:00am)
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19-21 Wisconsin Center Arena — Milwaukee, Wi
26-28 Idaho Center — Nampa, Id

MARCH
12-14 Mid-South Coliseum — Memphis, Tn
19-21 UTC Arena — Chattanooga, Tn
19-21 Kansas Coliseum — Wichita, Ks

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CRC 1999 California Race Schedule

100% PRO PAYBACK

Sunday	Feb. 7	Diamond Head Gran Prix	LACR
Saturday	Feb. 13	S.V.R.G. Vintage	LACR
Sunday	Feb. 14	CRC Motocross	LACR
Saturday	Feb. 20	Golden Cup Series	LACR
Sunday	Feb. 21	Golden Cup Series	LACR
Sunday	Feb. 28	CRC Motocross	LACR

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm

CRC Info (805) 272-8889

www.netport.com/lacr-crc

GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs.,	Feb. 4	MX Practice	8:00am till Dusk
Sat.,	Feb. 6	MX Practice	8:00am till 1:00pm
Sun.,	Feb. 7	MX Decal Practice	8:00am till 4:00pm
Thurs.,	Feb. 11	MX Practice	8:00am till Dusk

Decal Sunday MX Practice for February
Have GHR Decal on vehicle, receive $5 off MX Practice

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Feb.13 Open MX Practice
Sat., Feb.27 AHRMA Vintage Scrambles
Sun., Feb.28 AHRMA Vintage MX Series
Sat., Mar. 6 Open MX Practice
Sun., Mar. 7 PJ1 MX Series Rnd.2

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sun., Feb. 21 GFI Winter Series Round 5 — Competition Park
KAWSAKI, SUZUKI AND YAMAHA CONTINGENCY

Sun., Mar. 28 GFI Winter Series North South Showdown — Oatfield
YAMAHA CONTINGENCY

GFI RACING (209) 656-9682
Northern Region

Sun. Jan. 31 GFI Winter Series Round 3 — La Grange Off Road Park — La Grange, CA
Sun. Feb. 7 GFI Winter Series Round 4 — Oatfield Raceway — Turlock, CA

Saturday Practice prior to all events from 8am til 2pm

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

Best In The Desert Racing Association Silver State Series
2/19-20 Laughlin, NV, Rnd 1
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/1-3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
3/14 Coalinga, CA, Rnd 2
4/17 Upper Lake, CA, Rnd 3
4/25 Long Barn, Ca, Rnd 4
5/2 Georgetown, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10

Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

KORR Hare Scrambles Series
2/14 Wichita, KS
3/28 Wichita, KS
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring Motocross Series
2/21 Sterling, KS
3/14 Marion, KS
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

Women's MX League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

I.C.E./WSRA World Cup Ice Speedway Championship Series
2/4-5 Moline, IL
2/12-13 Pensacola, FL
2/19-20 Memphis, TN
2/27 Miami, FL
3/6-7 Columbus, GA
3/12-13 TBA
3/19-20 Johnstown, PA
Info: 970/845-6073

North American Sport Bike Series
2/26-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Winter Series
South
2/7 Perris, CA, Rnd 4
2/21 San Jacinto, CA, Rnd 5
North
2/7 Turlock, CA, Rnd 5
North-South Showdown
3/28 Turlock, CA
Info: 909/653-4042

Northwest Regional MX Series
2/14 Sacramento, CA, Rnd 1
2/28 Tulare, CA, Rnd 2
3/14 Brentwood, CA, Rnd 3
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

GNC International MX Final
3/18-21 Dallas/Fort Worth, TX
Info: 214/351-9900

NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

La Playa MX Grand Prix Series
3/1 Rosarito, BC, Mexico, Rnd 1
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Finals
TBA Braselton, GA

WERA Vintage Series
3/13-14 Braselton, GA
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

WERA Sportsman Series
North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
3/13-14 Braselton, GA
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
2/20-21 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
2/20-21 Henderson, TX
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
2/20-21 Talladega, AL
3/13-14 Braselton, GA
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

United States MX Mega Series
3/6-7 Blountville, TN
3/13-14 Society Hill, SC
3/20-21 Muddy Creek, TN
4/17-18 Danville, VA
4/24-25 Wytheville, VA
5/1-2 Muddy Creek, TN
5/22-23 Camp Coker MX, SC
6/5-6 Muddy Creek, TN
7/3-4 London, KY
7/10-11 Pro Sport MX, VA
7/16-18 Muddy Creek, TN
9/4-5 Daniel Boone, KY
9/11-12 Muddy Creek, TN
9/25-26 Pigeon Forge, TN
10/2-3 Daniel Boone, KY
10/15-17 Muddy Creek, TN
Info: 423/323-5497

Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

International Speedway Series
3/20 Costa Mesa, CA
4/10 Costa Mesa, CA
4/17 Costa Mesa, CA
4/24 Costa Mesa, CA
5/1 Costa Mesa, CA
5/8 Costa Mesa, CA
5/15 Costa Mesa, CA
5/22 Costa Mesa, CA
6/5 Costa Mesa, CA
6/12 Costa Mesa, CA
6/19 Costa Mesa, CA
6/26 Costa Mesa, CA
7/9-11 Costa Mesa, CA
7/31 Costa Mesa, CA
8/7 Costa Mesa, CA
8/14 Costa Mesa, CA
8/21 Costa Mesa, CA
8/28 Costa Mesa, CA
9/11 Costa Mesa, CA
9/18 Costa Mesa, CA
9/25 Costa Mesa, CA
10/2 Costa Mesa, CA
Info: 949/492-9933 or www.wient.com/speedway

CMRRA 50cc/125cc C'ship Road Race Series
2/14 Riverside, CA
3/6-7 Rosamond, CA
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA

11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
2/20-21 Rosamond, CA, Rnd 2
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Southern California AMA Championship MX Series
5/7-8 San Bernardino, CA, Rnd 1
6/6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 San Bernardino, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 San Bernardino, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 909/883-5259 or 805/589-9265

Galpin Ford Dual Sport Adventure Series
3/7 Aguanga, CA, Rnd 2
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Whiplash Motorsports Desert Tour Buggy & Truck Series
3/27 Rocky Point, AZ
5/29 Holbrook, AZ
7/3 TBA
9/4 Snowflake, AZ
10/16 TBA
11/20 Globe, AZ
Info: 602/971-3730

Desert Challenge Bikes & ATV Series
2/14 Wickenburg, AZ
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX North/South Shootout Series
2/7 Eloy, AZ, Rnd 4
2/21 Wittman, AZ, Rnd 5
2/28 Cottonwood, AZ, Rnd 6
Info: 520/743-7727

Trials Incorporated Championship Trials Series
3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
Southwest
2/28 Buttonwillow, CA
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
2/25-26 Faulkville, GA
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
2/27 St. George, UT
3/13 Delta, UT
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
2/13-14 Homestead, FL*
2/25-28 Daytona Beach, FL
3/20-21 West Palm Beach, FL
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*Double Points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 S. Belott, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 S. Beloit, IL
6/12-13 S. Beloit, IL
7/10-11 S. Beloit, IL
7/31-8/1 S. Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 S. Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/24-25 Summit Point, WV
5/8-9 Kershaw, SC
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S.Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/10-11 Bloomingdale, GA
5/8-9 Kershaw, SC
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S.Motorcycle Roadracing Championship
2/13-14 Chandler, AZ*
3/6-7 Chandler, AZ**
4/10-11 Buttonwillow, CA
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
2/25-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

Sunshine State MX Championship Series
2/7 Reddick, FL
2/14 Dade City, FL
2/21 Ona, FL
3/7 Orlando, FL
3/21 Reddick, FL
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

CMRA Road Racing Series
5/15-16 AB, Canada, Rnd 1
6/11-13 AB, Canada, Rnd 2
7/24-25 AB, Canada, Rnd 3
8/21-22 AB, Canada, Rnd 4
9/4-5 AB, Canada, Rnd 5
Info: 403/272-7223

MRAN Desert Series
3/13 Primm, NV
4/24 Hiko, NV
5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchligh, NV
Info: 702/437-MRAN

FEBRUARY

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28						

MARCH

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Pee Wee 7-8
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65 Jr 6-8
65 Jr 9-11
80 BEGINNER
80 through 11
80 12-13
80 14-16
SUPER MINI (BIG WHEEL)
125 Pro (A)
125 Inter (B)
125 Nov (C)
125 Beg
250 Pro (A)
250 Inter (B)
250 Nov (C)
250 Beg
Plus 25 Beg
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Plus 25 Int
Plus 25 Exp
Plus 30 Beg
Plus 30 Nov
Plus 30 Int
Plus 30 Exp
Plus 40 Nov
Plus 40 Amateur
Plus 40 Exp
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Practice 8:00 a.m.
Racing @ 9:30 a.m.

RACING ON THE TUBE

JANUARY BROADCASTS

DATE	TIME	EVENT	NETWORK
2/2/99	1:00 AM	Back to School - Freddie Spencer's Cycle School	Speed
2/2/99	2:00 AM	FIM World Supercross - Paris	Speed
2/2/99	8:30 AM	American Thunder - Cruiser Show	Speed
2/2/99	12:00 PM	AMA Superbike - Laguna Seca	Speed
2/2/99	1:00 PM	History of Motorcycle Racing - The Japanese Arrive	Speed
2/2/99	2:00 PM	AMA Supercross - Phoenix (R)	ESPN2
2/2/99	1:30 PM	History of Motorcycle Racing - Other Challenges	Speed
2/2/99	2:00 PM	24 Hours of Lemans	Speed
2/2/99	7:00 PM	American Thunder - Harley's 95th Anniversary	Speed
2/2/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
2/2/99	9:00 PM	Back to School - Freddie Spencer's Cycle School	Speed
2/2/99	10:00 PM	FIM World Supercross - Paris	Speed
2/2/99	11:00 PM	American Thunder - Harley's 95th Anniversary	Speed
2/2/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
2/3/99	5:30 AM	American Thunder - Harley's 95th Anniversary	Speed
2/3/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/3/99	7:30 AM	American Thunder - Harley's 95th Anniversary	Speed
2/3/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
2/3/99	6:30PM	MotoWorld	ESPN2
2/4/99	6:30 Pm	MotoWorld	ESPN2
2/5/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/5/99	7:30 AM	Bike Week - Larry Maiers, host	Speed
2/5/99	2:30 AM	MotoWorld	ESPN2
2/6/99	7:00 AM	American Thunder - Harley's 95th Anniversary	Speed
2/6/99	1:30 AM	American Thunder - Harley's 95th Anniversary	Speed
2/6/99	1:00 AM	AMA Supercross - Phoenix (R)	ESPN2
2/6/99	7:30 PM	American Thunder - Harley's 95th Anniversary	Speed
2/7/99	3:00 PM	AMA Supercross - Seattle	ESPN2
2/7/99	5:00 PM	FIM World Supercross - Paris	Speed
2/8/99	5:00 AM	MotoWorld	ESPN2
2/9/99	12:00 AM	AMA Arenacross - Des Moines	Speed
2/9/99	2:00 AM	FIM World Supercross - Brazil	Speed
2/9/99	12:00 PM	AMA Superbike - Willow Springs	Speed
2/9/99	1:00 PM	FIM World Supercross - Paris	Speed
2/9/99	2:00 PM	Moto Liberty 125 - Laguna Seca	Speed
2/9/99	2:30 PM	World Ducati Weekend - Robert Carradine, host	Speed
2/9/99	7:00 PM	American Thunder - Mikuni Bike Show	Speed
2/9/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
2/9/99	8:00 PM	AMA Arenacross - Des Moines	Speed
2/9/99	10:00 PM	FIM World Supercross - Brazil	Speed
2/9/99	11:00 PM	American Thunder - Mikuni Bike Show	Speed
2/9/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
2/10/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/10/99	7:30 AM	American Thunder - Mikuni Bike Show	Speed
2/10/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
2/10/99	5:30 PM	American Thunder - Mikuni Bike Show	Speed
2/11/99	3:00 PM	AMA Supercross - Seattle (R)	ESPN2
2/11/99	6:30 PM	MotoWorld	ESPN2
2/12/99	2:30 AM	MotoWorld	ESPN2
2/12/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/12/99	7:30 AM	Bike Week - Larry Maiers, host	Speed
2/13/99	1:30 AM	American Thunder - Mikuni Bike Show	Speed
2/13/99	7:00 AM	American Thunder - Mikuni Bike Show	Speed
2/13/99	12:00 PM	AMA Supercross - Anaheim	ESPN2
2/13/99	7:30 PM	American Thunder - Mikuni Bike Show	Speed
2/14/99	5:00 PM	AMA Arenacross - Des Moines	Speed
2/15/99	3:00 AM	MotoWorld	ESPN2
2/16/99	2:00 AM	FIM World Supercross - Leipzig	Speed
2/16/99	3:00 AM	Legends of Motorsport - Focus 500	Speed
2/16/99	12:00 PM	AMA Superbike - Sears Point (5/3/98)	Speed
2/16/99	1:00 PM	FIM World Supercross - Brazil	Speed
2/16/99	2:00 PM	AMA Arenacross - Des Moines	Speed
2/16/99	6:30 PM	Legends of Motorsport - Focus 500	Speed
2/16/99	7:00 PM	American Thunder - Eclectic	Speed
2/16/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
2/16/99	8:00 PM	AMA Arenacross - Fort Worth	Speed
2/16/99	10:00 PM	FIM World Supercross - Leipzig	Speed
2/16/99	11:00 PM	American Thunder - Eclectic	Speed
2/16/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
2/17/99	4:00 AM	AMA Supercross - Anaheim (R)	ESPN2
2/17/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/17/99	7:30 AM	American Thunder - Eclectic	Speed
2/17/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
2/17/99	5:30 PM	American Thunder - Eclectic	Speed
2/18/99	6:30 PM	MotoWorld	ESPN2
2/19/99	2:30 AM	MotoWorld	ESPN2
2/19/99	3:00 AM	Legends of Motorsport - On The Surface	Speed
2/19/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/19/99	7:30 AM	Bike Week - Larry Maiers, host	Speed
2/19/99	6:30 PM	Legends of Motorsport - On The Surface	Speed
2/20/99	7:00 AM	American Thunder - Eclectic	Speed
2/20/99	7:30 PM	American Thunder - Eclectic	Speed
2/21/99	5:00 PM	AMA Arenacross - Fort Worth	Speed
2/21/99	10:00 PM	AMA Supercross - Tampa	ESPN2
2/22/99	3:00 AM	Motoworld	ESPN2
2/23/99	12:00 AM	AMA Arenacross - Hampton	Speed
2/23/99	2:00 AM	FIM World Supercross - Genoa	Speed
2/23/99	12:00 PM	AMA Superbike - Road Atlanta (5/30/98)	Speed
2/23/99	1:00 PM	Back to School - Freddie Spencer's Cycle School	Speed
2/23/99	2:00 PM	AMA Arenacross - Fort Worth	Speed
2/23/99	2:00 PM	AMA Supercross - Tampa (R)	ESPN2
2/23/99	7:00 PM	American Thunder - Del Mar	Speed
2/23/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
2/23/99	8:00 PM	AMA Arenacross - Hampton	Speed
2/23/99	10:00 PM	FIM World Supercross - Genoa	Speed
2/23/99	11:00 PM	American Thunder - Del Mar	Speed
2/23/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
2/24/99	3:00 AM	Legends of Motorsport - Silverstone Dream - 1979	Speed
2/24/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/24/99	7:30 AM	American Thunder - Del Mar	Speed
2/24/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
2/24/99	5:30 PM	American Thunder - Del Mar	Speed
2/24/99	6:30 PM	Legends of Motorsport - Silverstone Dream - 1979	Speed
2/25/99	3:00 AM	Legends of Motorsport - Austrian Enduro - 1981	Speed
2/25/99	6:30 PM	Legends of Motorsport - Austrian Enduro - 1981	Speed
2/25/99	6:30 PM	MotoWorld	ESPN2
2/26/99	2:30 AM	MotoWorld	ESPN2
2/26/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/26/99	7:30 AM	Bike Week - Larry Maiers, host	Speed
2/27/99	1:30 AM	American Thunder - Del Mar	Speed
2/27/99	7:00 AM	American Thunder - Del Mar	Speed
2/27/99	7:30 PM	American Thunder - Del Mar	Speed
2/28/99	5:00 PM	AMA Arenacross - Hampton	Speed
2/28/99	12:00 PM	AMA Supercross - Atlanta	ESPN2

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

*Denotes Pro Payback

Feb 4-5

* ILLINOIS ICE SPEEDWAY - World Cup Ice Speedway, ICE/WSRA, The Mark of the Quad Cities, Moline. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Feb 5-6

KANSAS MONSTER TRUCK AND MOTOCROSS - MEG Motorsports Entertainment Group, Bicentennial Center, Salina. Info: 602/833-1886.

MINNESOTA FLAT TRACK - International Promotions, Duluth Entertainment Convention Center, Duluth. Info: 602/899-2222.

MISSISSIPPI ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Tupelo. Info: 940/683-4742.

TENNESSEE ARENACROSS - AMA, Victory Sports Racing, Walters State Arena, Morristown. Info: 423/323-5497 or www.victory-sports.com.

WISCONSIN ARENACROSS - International Promotions, Lacrosse Center, Lacrosse. Info: 602/899-2222.

Feb 5-7

ILLINOIS MOTORCYCLE SHOW - International Motorcycle Shows, Rosemont Convention Center, Rosemont. Info: 800/331-5706 or www.motorcycleshows.com.

* LOUISIANA ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Louisiana Civic Center, Monroe. Info: 817/246-7400.

NORTH CAROLINA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, LJVM Coliseum, Winston-Salem. Info: 817/246-7400 or www.arenacross.com.

Feb 6-7

* CALIFORNIA GRAND PRIX - AMA, District 37, Desert Vipers MC, Adelanto. Info: 714/779-5313.

CALIFORNIA HARE SCRAMBLES - P&J Promotions, Hollister Hills SVRA, Hollister. Info: 408/249-4336.

CALIFORNIA MOTORCYCLE PARTS SALE - Orange County Dualiesto benefit Pediatric Brain Tumor Foundation, Adelanto Grand Prix, Adelanto. Info: 714/992-9291.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 3, Hollister National Hare Scrambles, Hollister.

* ILLINOIS ICE RACE - AMA, SSTs, Lambs Farm, Libertyville. Info: 630/773-0734.

Sat, Feb 6

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Mojave Adventures, Banner Store, Julian. Info: 760/251-2477.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CANADA ARENACROSS - Future West- sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

OKLAHOMA SHORT TRACK - Mid-South Racing Promotions, Tulsa, Oklahoma Expo Square Pavillion, Tulsa. Info: 918/744-1113 or 918/425-7327.

Sun, Feb 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

* ARIZONA OUTDOOR MOTOCROSS - AMX North/South Shootout Series, Rnd 4, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMC, Golden State MX Series, Rnd 4, Motowest, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA GRAND PRIX - CRC, Diamond Head GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

CALIFORNIA MOTOCROSS - GFI Winter Series, Oatfield Race Way, Turlock. Info: 209/656-9682.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Lazy River MX, Dalton. Info: 912/788-0413.

* GEORGIA MOTOCROSS - GMP Promotions, Aonia Pass Motocross, Washington. Info: 706/678-3737.

ILLINOIS MOTORCYCLE EXPO - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MASSACHUSETTS MOTORCYCLE EXPO - J&P Promotions, 6th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Bayside Expo Center, Boston. Info: 319/462-6011.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

MICHIGAN MOTORCYCLE SWAP MEET - 9th annual Giant MC Swap Meet, Lansing Center, Lansing. Info: 616/941-0815.

NEVADA MOTOCROSS - Moto X West, Nevada Old-Timers, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 828/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Long Cane Hare Scrambles, Mount Carmel. Info: 706/860-2308.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, New Johnsonville. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

Feb 12-13

* FLORIDA ICE SPEEDWAY - World Cup Ice Speedway, ICE/WSRA, Pensacola Civic Center, Pensacola. Info: 970/845-6073 or www.speedwaybikes.com/ice.

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, WNC Ag. Center, Asheville. Info: 423/323-5497 or www.victory-sports.com.

Feb 12-14

MINNESOTA MOTORCYCLE SHOW - International Motorcycle Show, Minneapolis Convention Center, Minneapolis. Info: 800/331-5706 or www.motorcycleshows.com.

OKLAHOMA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

Feb 13-14

CALIFORNIA HARE SCRAMBLES - Four Aces MC, AMA, District 37, Teagle Wash, Red Mountain. Info: 760/375-1009 or sidecarsusie@earthlink.net.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA CUSTOM CYCLE SHOW - Capitol City Custom Cycle Show, CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

Sat, Feb 13

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA MOTOCROSS - CRC, SVRG Vintage, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, REM at Glen Helen, San Bernardino. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, LACR, Palmdale. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha Extreme Promotions, Bakersfield Speedway, Bakersfield. Info: 805/834-1011.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 1, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, night race, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

Sun, Feb 14

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

ARIZONA MOTOCROSS - Whiplash Motorsports, Speedworld, Wittman. Info: 602/971-3730.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Cal Poly Penguins MC, university lot, San Luis Obispo. Info: 805/545-0837.

CALIFORNIA HARE AND HOUND - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA Northwestern Region, AMA, Prairie City SVRA, Rancho Cordova. Info: 925/829-9386.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA NATIONAL ENDURO - Salinas Ramblers MC, Clear Creek Recreation Area, Coalinga. Info: 831/444-7832 or http://www.ama-d36.org/.

CALIFORNIA MOTOCROSS - GFI Winter Series, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park Inc., Newburg. Info: 717/249-6036.

Feb 19-20

* TENNESSEE ICE SPEEDWAY - 17th annual Ice Speedway National Championship, ICE/WSRA, Mid-South Coliseum, Memphis. Info: 970/845-6073 or www.speedwaybikes.com/ice.

TENNESSEE MONSTER TRUCK AND MOTOCROSS - MEG Motorsports Entertainment Group, Thompson Boling Arena, Knoxville. Info: 602/833-1886.

Feb 19-21

COLORADO ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Denver Coliseum, Denver. Info: 317/246-7400 or www.arenacross.com.

GEORGIA MOTORCYCLE SHOW - International Motorcycle Show, Georgia International Convention Center, Atlanta. Info: 800/331-5706 or www.motorcycleshows.com.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA, Armin Hostetter Trailway Speedway & Motorama Association, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310 or www.trail-wayspeedway.com.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400.

Fri, Feb 19

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Feb 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - CRC, Golden Cup Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - AMA, District 36, Rnd 4, 2+2 Racing Team, AHRMA, Wilseyville. Info: 925/455-9353 or 209/838-7678.

FLORIDA HARE SCRAMBLES - Southwest Florida Trail Riders Inc., Clewiston. Info: 941/629-2379.

Sat, Feb 20

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha Extreme Promotions, Bakersfield Speedway, Bakersfield. Info: 805/834-1011.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 2, Bomber day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Sun, Feb 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA TRIALS - Corral Canyon Rd, ATA Championship Series, SDTR. Info: 619/443-9678.

* CALIFORNIA MOTOCROSS - CMC, Motowest Racing, Hollister Hills GP Track, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/SSC, Gorman. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Competition Park, San Jacinto. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang only, Bay Sierra, Sandhill Ranch, Brentwood. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park National Track, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, LA County Raceway, Palmdale. Info: 909/657-8845.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MICHIGAN MOTORCYCLE SWAP MEET - 26th annua Giant MC Swap Meet, Michigan State Fairgrounds, Detroit. Info: 616/941-0815.

* NEVADA MOTOCROSS - Moto X West, Nevada Old-Timers, Rnd 1 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEW MEXICO DESERT RACE - Prairie Dawg MC, and NMDRC, Alamogordo. Info: 505/437-7448.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Elizabeth City. Info: 757/549-7012.

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Sumter Hare Scrambles, Sumter. Info: 803/558-3031.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Volunteer Hare Scrambles, Morristown. Info: 423/323-5497 or www.victory-sports.com.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Van Leer. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN MOTORCYCLE SWAP MEET - Downtown Civic Center, Eau Claire. Info: 715/834-8389.

Feb 26-28

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

FLORIDA DRAG RACE - AMA, Prostar, 8th annual MRE Sunshine Nationals, Gainesville. Info: 256/852-1101.

* FLORIDA MOTOCROSS - first annual Southern Nationals, County Line Motocross Park, Panama City. Info: 850/265-1934.

FLORIDA ANTIQUE BIKE SHOW AND SWAP MEET - Florida Sunshine Chapter, Antique Motorcycle Club of AMER, Lake County Fairgrounds, Eustis. Info: 561/734-3045.

* IDAHO ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Idaho Center, Nampa. Info: 817/246-7400.

Sat, Feb 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Competition Park, San Jacinto. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 3, Women's Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com

* CANADA ARENACROSS - Future West- sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

* FLORIDA ICE SPEEDWAY - ICE/WSRA, National Car Rental Center, Miami. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Sun, Feb 28

ALABAMA HARE SCRAMBLES - AMA, SERA Rockford Men's Club, Rockford. Info: 334/567-3352.

* ARKANSAS MOTOCROSS - Cedar Hill MX, Arkansas Winter Series, Magnolia. Info: 870/234-1303 or 870/342-5373.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA SUPER TT - Super TT American Racing Series, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Perris Raceway, Perris. Info: 909/657-8845.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Rnd 1, District 9, Georgia Spring Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEVADA HARE SCRAMBLES - MRANN, Mason Valley Dirt Squirts, Yerington. Info: 702/463-1939.

NEVADA HARE SCRAMBLES - District 36 Cross Country Series, Rnd 5, Fernley.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 2 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEVADA HARE SCRAMBLES - MRANN, Motorcycle Racing Association of Northern Nevada, Rnd 1, Mason Valley Dirt Squirts, Yerington. Info: 775/322-1499

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 1, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park Inc., Newburg. Info: 717/249-6036.

SOUTH CAROLINA ENDURO - Sandlapper Enduro, Pelion. Info: 803/356-4556.

WASHINGTON MOTOCROSS - Outlaw Racing, Mabton Dunes, Mabton. Info: 509/575-1916.

Tues, Mar 2

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

Wed, Mar 3

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

Mar 3-7

FLORIDA MOTORCYCLE SHOW - Cycle World, Daytona International Motorcycle Show, Advanstar Expositions, Daytona International Speedway, Daytona Beach. Info: 800/331-5706 or www.mvgonline.com.

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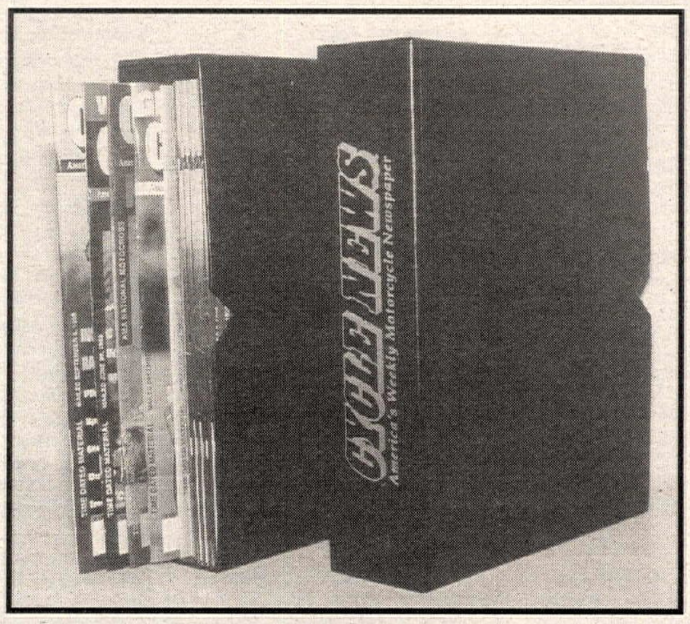

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Mar 5-6

NEW MEXICO ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Hobbs. Info: 940/683-4742.

Mar 5-7

* OHIO MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

OREGON ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Portland Memorial Coliseum, Portland. Info: 817/246-7400 or www.arenacross.com.

Mar 6-7

* MISSISSIPPI ARENACROSS - Mid-South Arenacross Promotions, Lee County Agri-Center, Verona. Info: 601/842-3397.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, Mar 6

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

Sun, Mar 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - AMX E-Zup, Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMA, Club Moto, Livermore. Info: 209/673-8080 or 949/443-MOTO.

CALIFORNIA GRAND PRIX - CRC, Bandido Grand Prix, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Dave Coupe Promotions, Marysville E Street Sand Track, Marysville. Info: 530/673-5956 or dcoupe16@hotmail.com.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 2, Palomar Adventure, Aguanga. Info: 818/701/1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 6, Old Crow Hare Scrambles, Livermore.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Perris Raceway, Perris. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Perris Raceway, Perris. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - AMA, District 9, 11th annual Georgia State Championship Series, Echeconnee MX, Macon. Info: 912/788-8227 or 788-0413.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

MEXICO MOTOCROSS GP - Too Much Fun Promotions, La Playa Motocross GP Series, Rosarito, BC, Mexico. Info: 011-52-661-2-25-25 or www.toomuchfun.com.mx.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NORTH CAROLINA MOTOCROSS - Devils Ridge, U.S. Eastern MX Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 12-13

OREGON ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Prineville. Info: 940/683-4742.

Mar 12-14

MISSOURI MOTORCYCLE SHOW - Cycle World, International Motorcycle Shows, America's Center, St. Louis. Info: 800/331-5706 or www.mvgonline.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Mid-South Coliseum, Memphis. Info: 817/246-7400.

Fri, Mar 12

CALIFORNIA INDOOR MOTORCYCLE SWAP MEET - Inter-Shows Motorsport Promotions Inc., Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

Mar 13-14

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* SOUTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 1, Camp Coker Motorsports Park, Society Hill. Info: 423/323-5497 or wwwvictory-sports.com.

* SOUTH CAROLINA MOTOCROSS - Pro-Am Series, AMA, United States Mega Series, Camp Coker Motorsports Park, Society Hills. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, Mar 13

ARIZONA DRAG RACING - AMA, Prostar West Drag Racing Series, Rnd 1, Tucson. Info: 256/852-1101.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA MOTOCROSS - CMC/Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

Sun, Mar 14

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, Saddle Glen Track and JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA POKER RUN - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timkeepersmc.com.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Glen Helen, San Bernardino. Info: 760/744-8052.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 4, Special Guests OTHG, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, CMXR, Carlsbad Raceway, Carlsbad. Info: 562/941-1515.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Cadiz. Info: 615/859-0873 or msws.org.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motosports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

NEVADA HARE SCRAMBLES - District 36, Rnd 7, Fernley.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 3 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE EXPO - J&P Promotions, 11th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Farm Show Complex, Harrisburg. Info: 319/462-6011.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 3, U.S.Eastern Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

Mar 18-21

* TEXAS MOTOCROSS - 23rd annual GNC International MX Finals, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

Mar 19-20

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

SOUTH CAROLINA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, NE Area Qualifier, Spring Series Warmup, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Mar 19-21

KANSAS ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Kansas Coliseum, Wichita. Info: 817/246-7400.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

CALIFORNIA MOTOCROSS - International Old-Timers Motocross, Central Valley Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Riverside Old-Timers International Event, Tulare Cycle Park, Tulare. Info: 714/996-8327.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Area Qualifier, Rnd 4, U.S. Eastern Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Sun, Mar 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, AMA, District 36, 3rd annual Phantom Scrambles, Hollister Hills, SVRA, Hollister. Info: 408/265-2122 or http://www.ama-d36.org/.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Hungry Valley MX, Gorman. Info: 909/657-8845.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

NEVADA HARE SCRAMBLES - WSRA, European Scrambles, MRANN, Rnd 2, Stead. Info: 775/322-1499.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Blendzall Day, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, District 6, Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 4, U.S. Eastern MX Spring Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Mar 26-28

UTAH ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports PJ1 National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

Mar 27-28

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

Sat, Mar 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 6, Winter Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/REM, Glen Helen, San Bernardino. Info: 714/996-8327.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, Mar 28

* ARIZONA MOTOCROSS - AMX E-Zup Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 9, Diamondback Hare Scrambles, Doyle.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Hungry Valley, Hungry Valley. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Oatfield, Turlock. Info: 909/653-4042 or 209/656-9682.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Barona Oaks, Ramona. Info: 909/657-8845.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NEVADA MOTOCROSS - Moto X West, Nevada Motocross Development, Rnd 4 of Spring Series, Stead Race Track, Reno. Info: 702/423-8226 or jaja@phonewave.net.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 5, U.S. Eastern Motocross Spring Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-9027.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, FMF Day Spring Series, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

* SOUTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 2, Sand Hills MX Park, Chesterfield. Info: 423/323-5497 or wwwvictory-sports.com.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Charlotte. Info: 615/859-0873 or msws.org.

April 3-4

CALIFORNIA SUPER TT - Super TT American Racing Series, Rosamond. Info: 949/720-5371 or www.supertt.com.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA, South-East Area Qualifier, State Championship, Sanford. Info: 919/776-1767.

Sat, April 3

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Carlsbad. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

PENNSYLVANIA MOTOCROSS - Bellco Inc., season opener, Steel City USA, Delmont. Info: 304/284-0084.

Sun, April 4

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

CALIFORNIA GAND PRIX - CRC, Golden Bear GP, Tri Race Series, LACR, Palmdale. Info: 805/272-8889.

NEVADA HARE AND HOUND - Easter Trailblazers Hare and Hound, MRANN, Rnd 3, Nightengale. Info: 775/322-1499.

April 7-11

NEVADA MOTOCROSS - 28th annual NMA World Mini Grand Prix, Las Vegas MX Park, Las Vegas International Raceway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

April 10-11

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - International Old-Timers MX, Rocky - Mountain Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sat, April 10

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light '99 season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DRAG RACING - AMA Prostar West Drag Racing Series, Rnd 2, Bakersfield. Info: 256/852-1101.

April 11-16

COLORADO MOTOCROSS - Women's Motocross League, Elite Rider Training Camp, 2 Rivers, Johnstown.

Sun, April 11

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 3, Trails of Tejon, Frazier Park, Gorman. Info: 818/701-1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 10, Petaluma.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Glen Helen, San Bernardino. Info: 562/941-1515.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howel Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 6, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 3, Cathey's Creek MX, Forest City. Info: 423/323-5497 or wwwvictory-sports.com.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

TENNESSEE CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

April 17-18

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

OREGON ROAD RACE - OMRRA, Motathlon, Oregon. Info: 503/221-1487.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Birch Creek MX, Danville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, April 17

* CALIFORNIA SPEEDWAY - International Speedway, Sidecars and Midgets, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMXR, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

COLORADO MOTOCROSS - Women's Motocross League, Ladies International Cup, 2 Rivers, Johnstown.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

* VIRGINIA MOTOCROSS - AMA, District 13, NE Area Qualifier, Mega Series Warmup, Birch Creek Motorsports, Danville. Info: 804/724-4392.

Sun, April 18

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591 or tritt@pacbell.net.

CALIFORNIA GRAND PRIX - District 36, Rnd 11, Shasta Dam GP National, Redding.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEVADA MOTOCROSS - Moto X West, -Nevada Old-Timers, Rnd 5 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NEW MEXICO DESERT RACE - Prairie Dawg MC Club, and NMDRC, Mesilla Valley 100, Las Cruces/Hatch. Info: 505/437-7448.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, District 13, NE Area Qualifier, Rnd 4, Mega Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

April 24-25

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

OHIO DRAG RACE - AMA, Prostar, 4th annual AMA Nationals, Columbus. Info: 256/852-1101.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Pro Sport MX, Wytheville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, April 24

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Register's Kids Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMC, Glen Helen, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, Spring Classic, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

WEST VIRGINIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Wilderness, Clarksburg. Info: 304/284-0084.

Sun, April 25

CALIFORNIA MOTORCYCLE SHOW - Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 650/726-2328.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Tri-Race Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Starwest, Moreno Valley. Info: 562/941-1515.

* COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

TEXAS ROAD RIDE - Pediatric Brain Tumor Foundation, Ride For Kids, Houston. Info: 828/665-6891.

* NEVADA MOTOCROSS - Moto X West, Reno OTHG, Rnd 6 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* VIRGINIA MOTOCROSS - AMA, Districts 13 & 29, Rnd 7, U.S.Eastern Motocross Spring Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

WEST VIRGINIA CROSS COUNTRY - Racer Productions Inc., Wilderness, Clarksburg. Info: 304/284-0084.

May 1-2

CALIFORNIA MOTOCROSS - -International Old-Timers MX, Sierra Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, May 1

* CALIFORNIA SPEEDWAY - International Speedway, Skirt Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA GRAND PRIX - CRC, Shamrock GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

FLORIDA FLAT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, May 2

CALIFORNIA GRAND PRIX - CRC, Shamrock GP, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CRC, Dunestown Series, Edwards AFB, Edwards. Info: 805/272-8889.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

MARYLAND MOTOCROSS AND HARE SCAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Spring Series, Rnd 8, East Bend Speedway, East Bend. Info: 336/699-3629.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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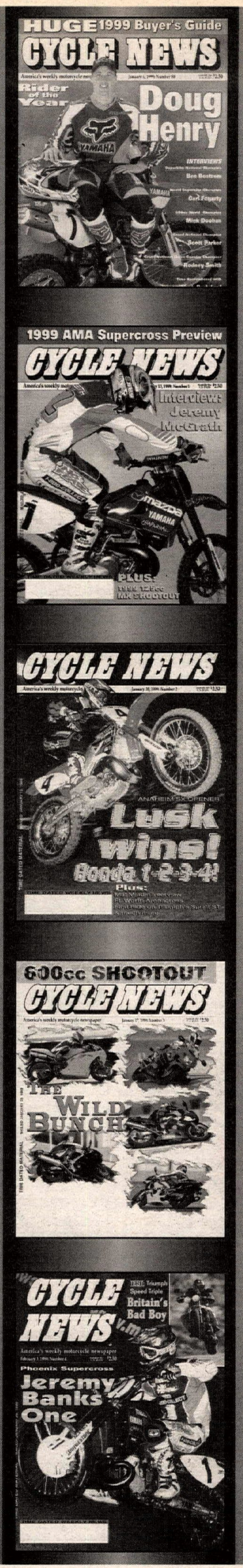

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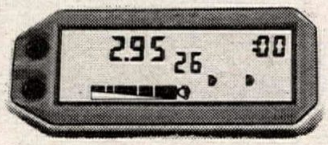

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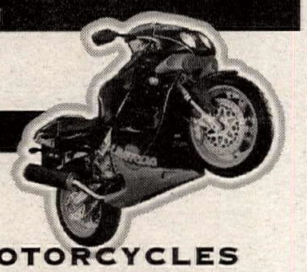

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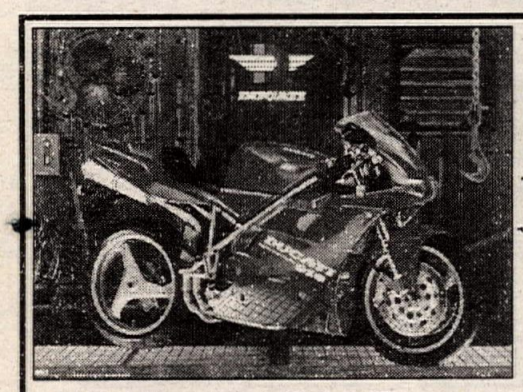

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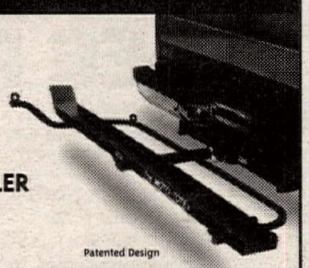

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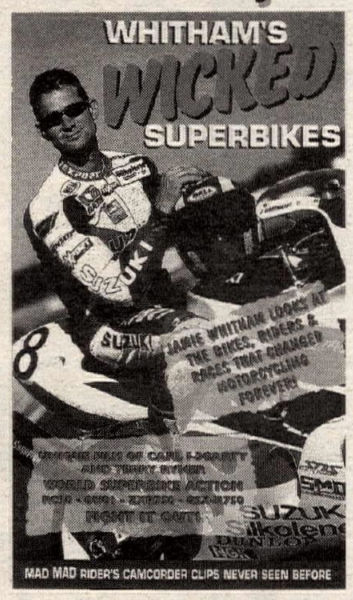

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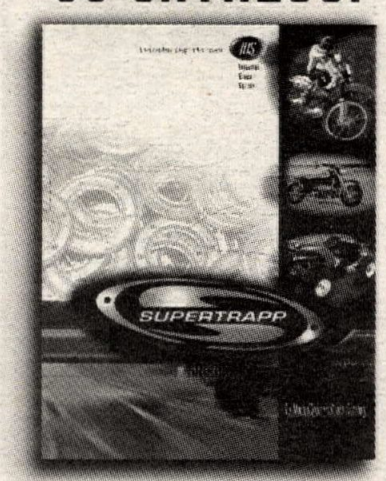

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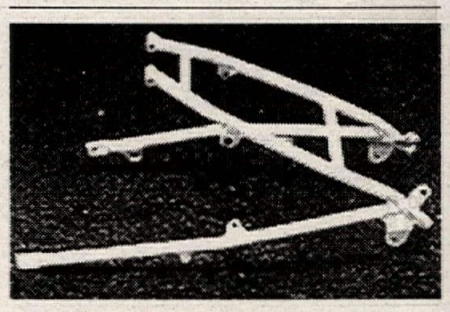

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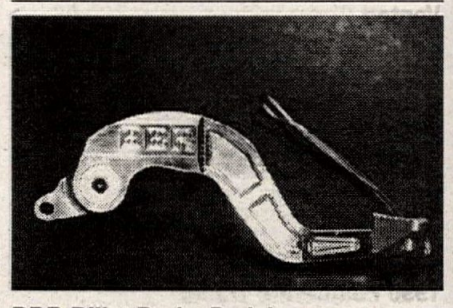

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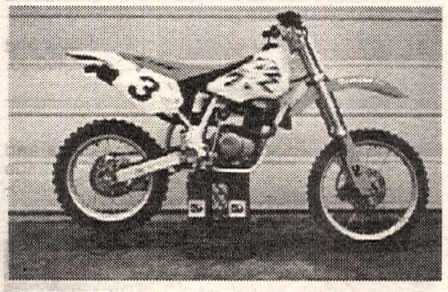

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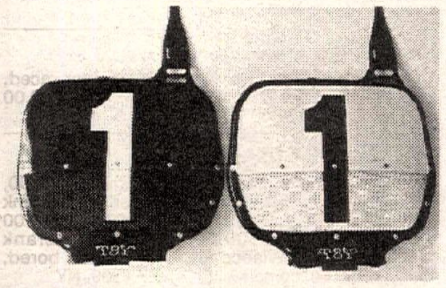

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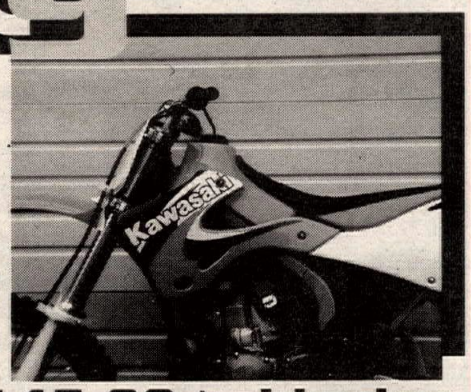

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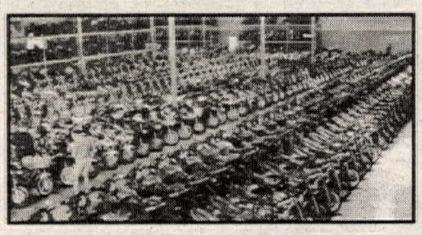

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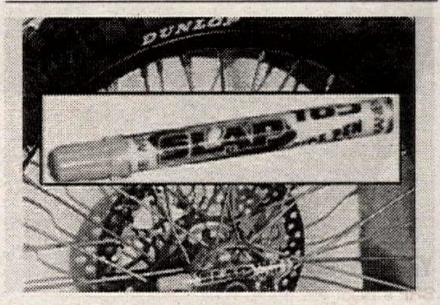

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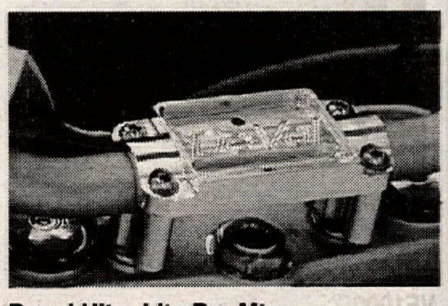

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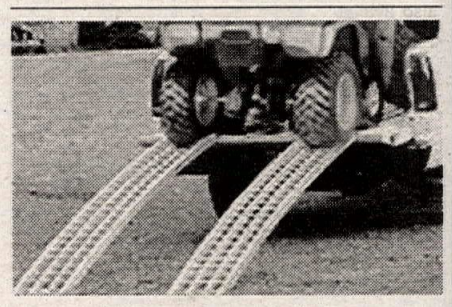

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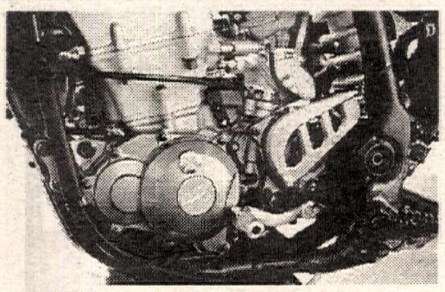

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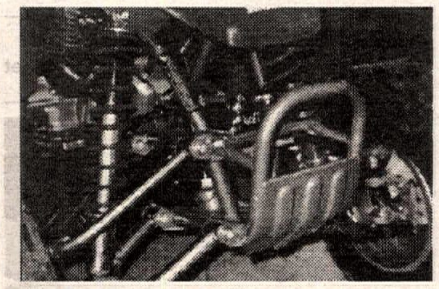

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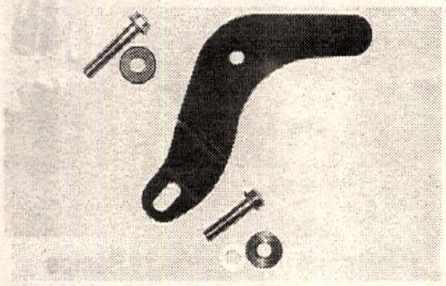

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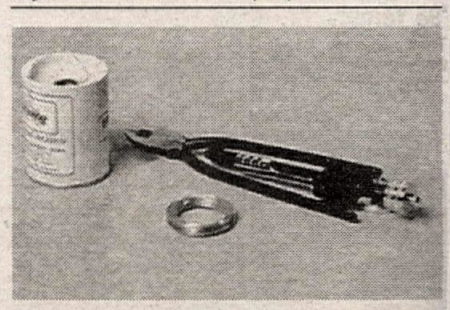

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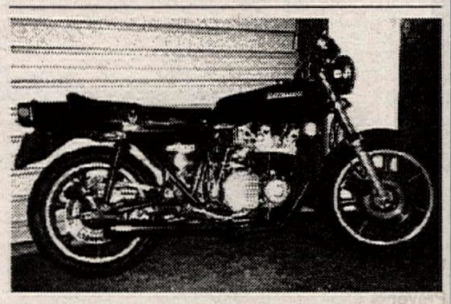

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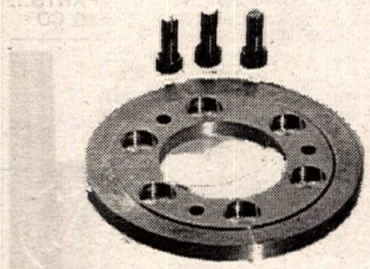

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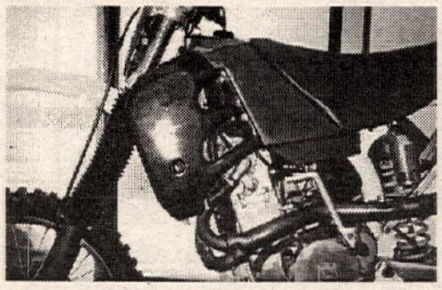

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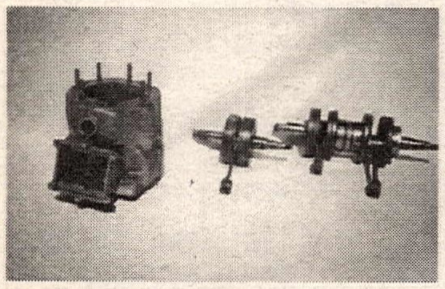

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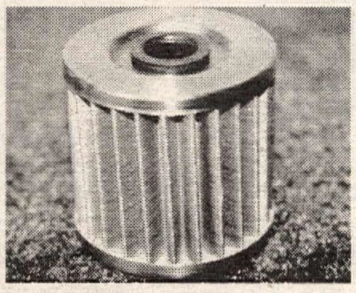

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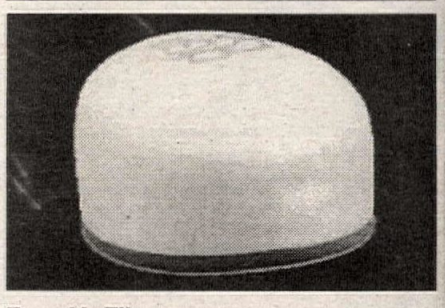

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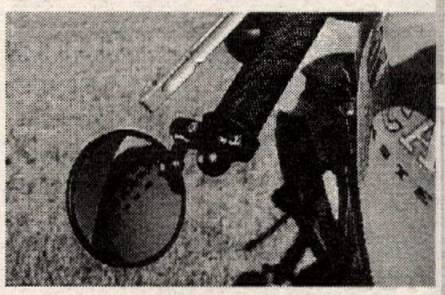

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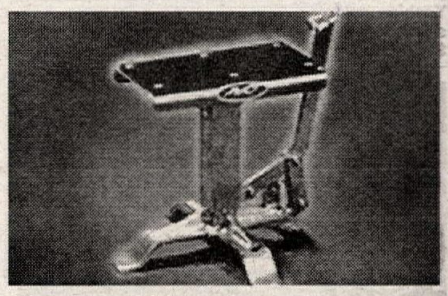

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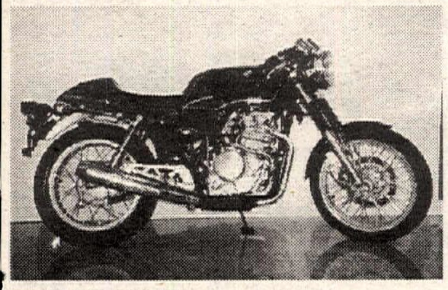

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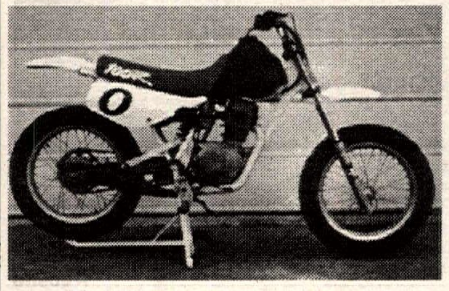

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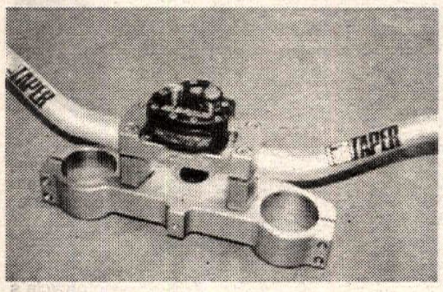

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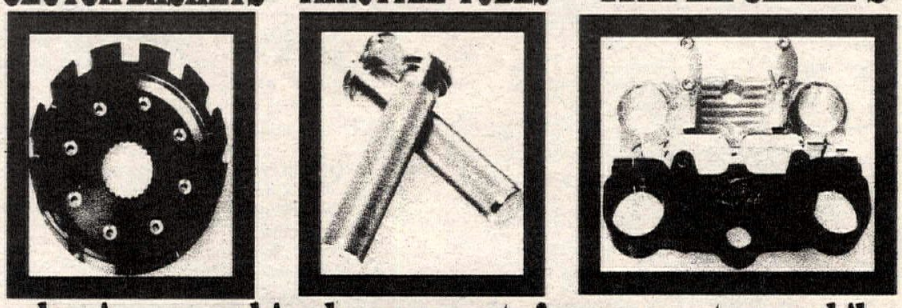
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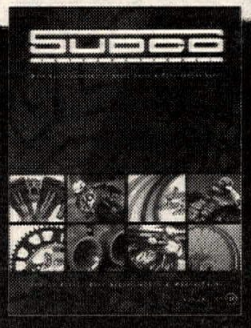
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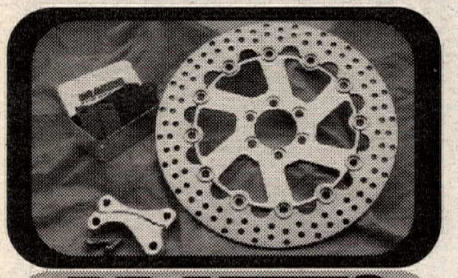

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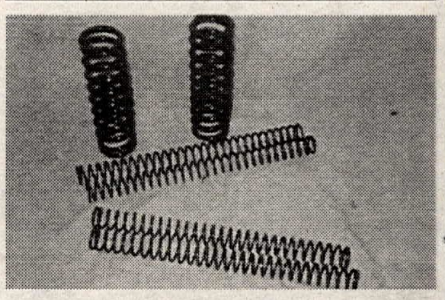

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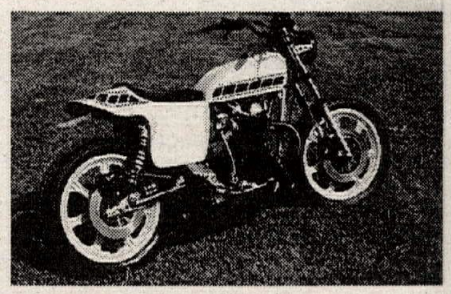

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A View from the Fence

BY ERIC JOHNSON

It was Friday evening, May 22, 1998, and Stefan Everts and I were standing in the lobby of the Marriott Hotel in Swindon, England.

"Heh, there's Joel," Stefan said matter-of-factly as we waited around to go get something to eat. "Let's go say hello."

While we all get a bit nervous when we meet an idol, Joel Robert was a different matter altogether. This was the man who is, arguably, the best motocross racer ever to press knobby marks into soil, and there he was: big, burly, smiling and puffing on a cigarette.

In this day and age, driving over to the Waffle House Dome on the outskirts of town to watch Kevin Windham race his Honda, Jeff Emig his Kawasaki, Larry Ward his Suzuki or Jimmy Button his Yamaha, is all taken very much for granted. Why? Because if it weren't for Joel Robert and a decision he made while taking a breather on the side of a test track at Fuji Speedway in Japan in January of 1970, there may have been no such thing as the factory motocross team. Or, if we really want to be blunt, the sport of professional motocross itself might not exist.

This warmhearted tale begins in an engineering office at the Suzuki motorcycle factory in Hamamatsu, Japan, in the year 1965. It was there that two men - Mr. Okano, the general manager of research and development, and Mr. Ishikawa, the head of the racing department - dreamed up a scheme that would take the Japanese motor company to the Grand Prix motocross circuits of Europe.

In the early and mid-1960s, Suzuki was a road racing company, winning its first constructor World Championship in the humble 50cc class in 1962. To them, and all of the other Japanese manufacturers trying to create a global reputation for their products at the time, motocross was something better suited for European manufacturers - mainly names such as CZ and Husqvarna. That all changed in 1965, when a merry band of Suzuki employees - sportsmen motocross enthusiasts who raced stock Suzuki bikes with crude, handmade modifications in local events - convinced the company to go Grand Prix motocross racing.

"We can do it," they claimed in optimistic unison, and by aligning themselves with a few influential racers that Suzuki supported at that time, upper management took notice and greenlighted the project.

After developing and shaking out the crude and cobby RH-66 250cc machine, Mr. Ishikawa, who had once managed the road race program, was sent out to get familiar with the GP circuit, accompanied by Suzuki's top rider, Kasuo Kubo. The two men arrived in Europe with a pair of recently completed RH-67s, which signaled the next step in the RH's constant state of evolution. While things did not go spectacularly well, Suzuki was encouraged.

Cognizant of what it was going to take to become a winning outfit, Ishikawa soon realized that Suzuki would need a seasoned and experienced European rider who could help them sort out the still-nascent RH. Ishikawa didn't want the best rider, but one who was analytical, consistent, dependable and, most importantly, one who could give them immediate and concise feedback on what the bike was doing out on the muddy, choppy, sandy, sweeping race track.

In comes Olle Pettersson, a 30-year-old Swede. Although Ishikawa got what he was looking for in a test rider, Pettersson was no spring chicken (at least by motocross standards). Still, he would play a crucial role in the genesis of the RH.

During the winter of 1967, Pettersson showed up in Hamamatsu to shake down the new RH-68. It was a handshake deal that lasted for 10 days, which ended with Pettersson saying, "Redesign it." What had happened was that Suzuki, because they utilize Japanese test riders, had made the motorcycle too short. Furthermore, due to testing religiously on a typically short Japanese motocross circuit, as opposed to the more-sweeping, whooped-out tracks of Europe, the wheelbase was far too short. Pettersson suggested that the engineers and machinists move the engine back in the frame (it was allegedly too far forward, thus throwing off weight distribution), moving the footpegs further back, lengthening the swingarm, changing the steering head angle and reconfiguring the frame.

In other words, there was a hell of a lot of work to do again. Pettersson then hopped in a cab and headed for the airport, figuring there was no way that a competitive bike could be fabricated in time for the GPs. Suzuki, undaunted, had other ideas. Coffee cups were filled, clean pieces of paper pulled out and pencils sharpened.

Less than a month later, Pettersson got a phone call telling him to get back to Japan, because his new bike was complete.

Upon riding the bike, Pettersson was astonished at the new machine. Everything he had requested had been done, and done right. It was now time to take a serious swing at the FIM 250cc World Motocross Championship.

It all went well from the get-go. Pettersson won a moto and was in the top three in the points standings before bailing off hard in a Swedish National Championship race on July 7. The result: a broken femur. Both he and Suzuki were out of commission for the rest of the season.

By March of 1969, Pettersson was back racing the new RH-69, which had gone under even more development while the Swede was healing. The RH-69 had the potential to be a world beater. Based on input from Pettersson and their test riders, the engineers had played around with cylinder ports and pipe configurations to help stretch out the formerly "peaky" RH powerband. Moreover, the RH-69 was sent to "Fitness Beach," where, with hard work and a diet of titanium, the bike was slimmed down to a mind-boggling 187 pounds - far and away the lightest machine on the circuit.

During the 1969 250cc World Championship Series, it all came into sharp focus for Suzuki when Pettersson placed third overall in the final point standings. Flushed with pride and confidence, Suzuki knew the time had come to make a serious run at their first World Championship, and a phone call was placed to Belgium.

Joel Robert had already won three World Championships for the prestigious and intimidating CZ motorcycle company (1964, 1968 and 1969), and he was rated as the best motocross racer on the planet.

Intrigued by an invitation to come to Japan with CZ teammate and fellow Belgian Sylvain Geboers to test the impressive new RH-70, the two racers showed up at Fuji Speedway and suited up for the test. When all was said and done, they were dazzled by the bike's light weight, razor-sharp handling, and linear and tractable powerband.

For all intents and purposes, Robert made his decision on the spot. He would travel the world with the stunning RH-70 in 1970.

With a dry weight of 187 pounds, a five-speed transmission, 32 hp at 7300 rpm, an aluminum gas tank, plastic fenders, and 6.5 inches of fork travel, the RH-70 was the talk of the GP paddock.

Like a proud father, Mr. Ishikawa watched as Robert and his teammate Geboers, who had also left CZ, rode Suzuki's beloved RH-70 to Grand Prix victory at Paal, Belgium; Sabadell, Spain; Donington Park, England; San Severino, Italy; Szczecin, Poland; Apolda, East Germany; Lvov, Russia; and Maribor, Yugoslavia.

After five hard years of faith and devotion, Suzuki had clinched Japan's first World Motocross Championship. As a result, the Japanese onslaught onWorld Championship motocross had begun in earnest, thus sounding the death knell for the old-school European manufacturers such as CZ, Husqvarna and Maico. The sport would never again be the same.

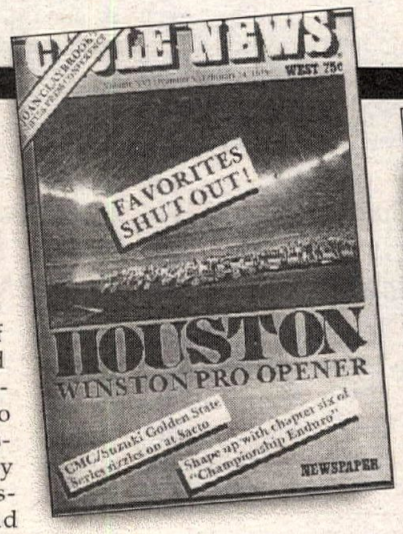
The next time you are at an AMA Supercross or National, you just may want to cheer a little bit louder for Team Suzuki, because without them and the hard work and diligence they displayed back in the late 1960s, we all might be watching the Pro Bowlers Tour. CN

Looking Back

30 YEARS AGO... FEBRUARY 18, 1969

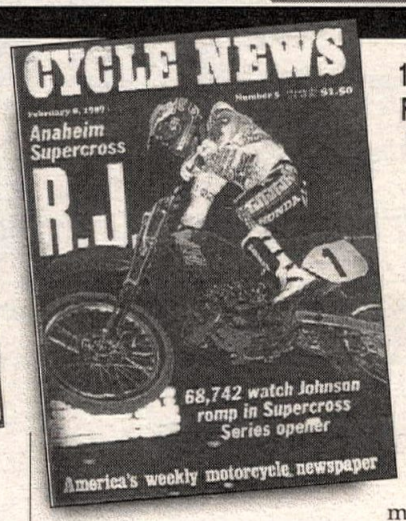
Novices chase ducks was the headline at the top of issue number 5, which featured one of the most memorable cover photos in *Cycle News* history. The photo depicted novice TT rider **Alex Armstrong** (109R) in midair over the duck pond on the infield at Ascot Park after missing a corner. Before it was over, **Lance Vallery** (125R) would join Armstrong for a swim. In the Expert ranks, **Skip Van Leeuwen** (Tri) won his heat, the trophy dash and the main event... **Gordon Kateley** (H-D) had never tried drag racing before he showed up at Lions Drag Strip in Santa Ana, California, and won the Top Fuel class, of all things, on his nitro-burning 65-incher... In our 1969 **AMA Grand National season preview story**, all evidence was pointing to **Fred Nix** for the title... Speedway racer **Rick Woods** came back to Whiteman Stadium and showed his pals what he had learned in Europe by winning the A main event in fine style.

20 YEARS AGO... FEBRUARY 14, 1979



Mickey Fay (Hon) and **Ted Boody** (Yam) surprised the heavies at the opening rounds of the AMA Grand National Championship/Winston Pro Series at the Houston Astrodome. Fay bagged the series-opening TT, and Boody, who was once again a privateer after a stint with the Harley-Davidson factory, won the short track on an ex-Randy Cleek motorcycle... In an article entitled **"Big brother is stepping on your head!"** the efforts of National Highway Traffic Safety Administration's Joan Claybrook to enact national helmet-law legislation was examined... Our **Championship Enduro** series was back after a one-week layoff. This time the focus was on getting into good physical shape for the rigors of enduro riding... **Jeff Ward** (Kaw), **Darrell Shultz** (Suz) and **Rex Staten** (Yam) each scored a class win at round five of the CMC Golden State MX Series in Sacramento, California... The going rate for a clean **1978 BMW R100S** in the Want Ads section was $3625.

10 YEARS AGO... FEBRUARY 8, 1989



The Red Riders struck gold at the season-opening Anaheim Supercross, as **Rick Johnson** (Hon) nailed down the victory, with teammates **Jeff Stanton** (Hon) and **Guy Cooper** (Hon) finishing second and third, respectively. **Jeff Matiasevich** (Kaw) sailed to the 125cc main-event win... *Cycle News* European Editor Alan Cathcart delivered a riding impression of the **Cagiva V588 GP racer** being campaigned by Randy Mamola. The machine was the first non-Japanese bike to finish on a 500cc GP rostrum since Michel Fruitsci won on a Sanvenero at the 1982 French GP, which was boycotted by all the top riders... **Chuck Miller** (Hon) won the opening round of the AMA National Championship Hare & Hound Series in Lucerne Valley, California... **Garth Brow** (Hon) took the race win and **Dan Ingram** (Hon) the title at the AMA Invitational Pro Indoor Ice Race Series finale in Erie, Pennsylvania... **Jeff Emig** (Kaw) was unstoppable at the MTEG Anaheim Ultracross. CN

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